



HIGHWAY 101 INTERCHANGE COMMUNITY DESIGN FAIR

*A Report to the Cher-Ae Heights Indian
Community of the Trinidad Rancheria*



August 2010



Sponsored by:

Trinidad Rancheria and Humboldt
County Association of Governments in
partnership with the City of Trinidad





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ACKNOWLEDGEMENTS

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Shirley Laos – Vice Chair
Lillian Strong – Secretary/ Treasurer
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EXECUTIVE SUMMARY

On May 17 – 21, 2009, the Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) and the City of Trinidad invited Tribal members, community members, and other stakeholders to come together and share their vision for the future of the Trinidad Rancheria and surrounding communities by participating in a Community Design Fair. The four-day Design Fair focused on creating a community vision for a livable and walkable community center, the incorporation of cultural values and highlighted the proposal for a new Highway 101 Interchange to the Trinidad Rancheria.

*Noo-kwo-mey (Yurok)
“Gather together, bring together”*

This Design Fair was hosted by the Trinidad Rancheria Land Use/Transportation Department in partnership with the City of Trinidad, California Department of Transportation (CalTrans), and the Bureau of Indian Affairs, and was funded by the Humboldt County Association of Governments. Funds were used for planning purposes only.

The Trinidad Rancheria is moving towards developing an overall Master Plan that identifies long-range planning goals for member services, economic development, land use, harbor planning,

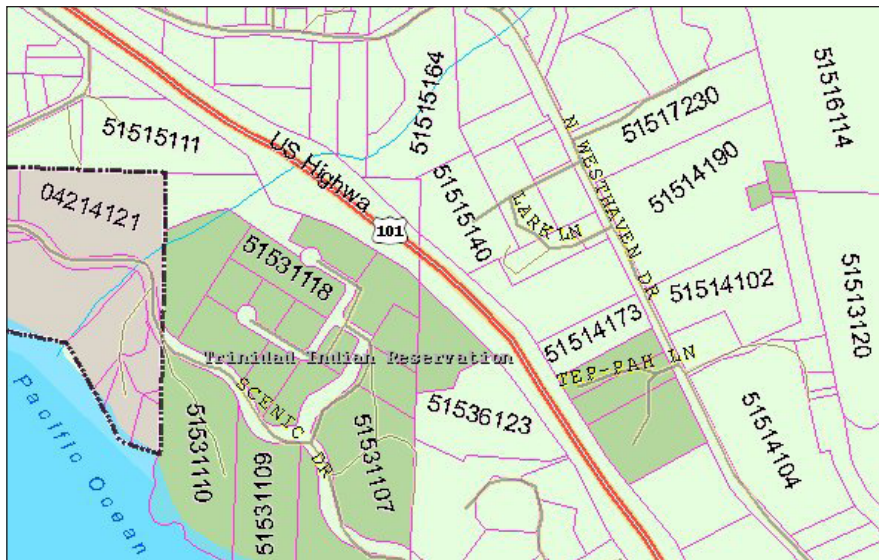
transportation, environmental issues, and cultural programming. The Trinidad Rancheria’s proposal to construct an interchange from Highway 101 to the core landholdings of the Tribe, directly adjacent to the City of Trinidad, is pertinent to all other future planning efforts.

Highway 101 is the principal highway connecting the local population centers of Eureka, Arcata, McKinleyville, and Trinidad as well as San Francisco to the south and the states of Oregon and Washington to the north.

The current alignment of State Highway 101 was constructed in 1962. At the time, the Bureau of Indian Affairs gave up right-of-way for the new Highway 101, but did not negotiate for direct access on behalf of the Rancheria.

Currently, the only automotive access to the Rancheria is by way of Scenic Drive, a two-lane, three-mile-long road that parallels U.S. Highway 101 along the west side from the City of Trinidad to the north and Moonstone and Westhaven communities to the south.

Scenic Drive was constructed in the early 1920s on the face of a steep bluff adjacent to the Pacific Ocean, and has experienced extensive damage associated with slope instability and bluff erosion at several locations. Scenic Drive is subject to regular road closures because of its inherent instability.



Highway 101, Scenic Drive and Westhaven Drive provide strong north south connections

Westhaven Drive is a County Road that parallels Highway 101 along the east side from the community of Westhaven to the City of Trinidad. Westhaven Drive is classified as a rural major collector road and is part of the BIA Indian Reservation Road (IRR) system and allows access to the Rancheria's land on the east side of the highway.

Strong north to south connections are provided by Highway 101, Scenic Drive and Westhaven Drive. The highway has cut the community in half and has become a barrier to east west connections for both

motorized and non-motorized forms of travel. There are no roads or trails connecting the east side of Highway 101 with the west side between the existing Highway 101 interchanges at Trinidad and Westhaven.

Design Fair

The Design Fair followed a 4-step process to engage the community in identifying values, priorities, and general agreement on options.

Step 1 - Focus group meetings engaged stakeholder groups in understanding the setting and issues associated with a new interchange and ideas about location and configuration.

Step 2 - Design tables allowed community members to express their own ideas about what should be done to improve access to the Rancheria and its neighbors.

Step 3 - Community and Tribal members joined the Design Team in an "on the ground" walking audit of issues to be addressed by the study. A bus tour allowed everyone to view the issues on a community-wide scale.

Step 4 - The Design Team assessed the ideas and information generated by community members, refined concepts, and presented recommendations.



[Interchange Options](#)

All the design tables highlighted some form of connection between Rancheria land to the east and west of Highway 101 as well as access from Highway 101 to Rancheria lands.

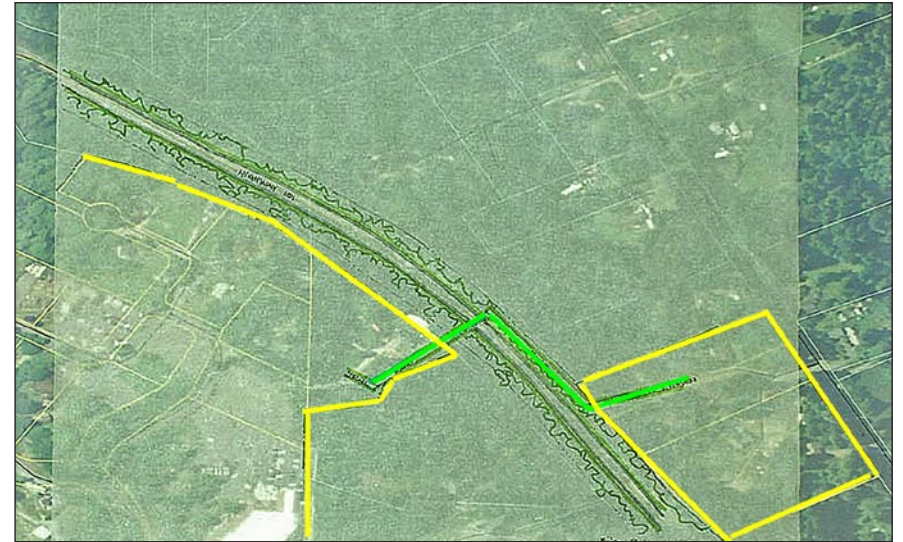
Accordingly, the Design Team explored a variety of design geometries and proposed four different options:

[Option 1 - Bicycle/Pedestrian Overpass](#)

A bridge would allow bicyclists and pedestrians to cross over Highway 101 from Rancheria lands on both sides of the highway. This option does not include motor vehicle access.

[Option 2 - Overpass from Rancheria West to Westhaven Drive Without On/Off Ramps](#)

This option would provide motor vehicle access crossing over Highway 101 and connecting to Westhaven Drive on what is now a private road. Bicycle and pedestrian facilities would be incorporated into this bridge.



Option 1



Option 2



Option 3 - Interchange with On/Off Ramps and Access to the West



This option would provide a typical interchange set up with north and south bound on/off ramps that would allow direct access and egress to and from the Rancheria and Scenic Drive to the west of Highway 101.

Option 4 - Interchange with On/Off Ramps that Connects the Rancheria to East/West Connections

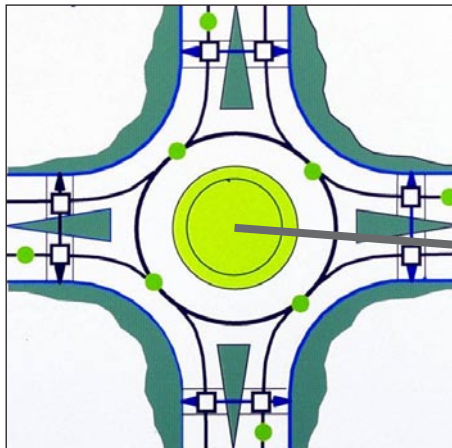


This option combines options 2 and 3 with an overpass served by on/off ramps as well as connecting the Rancheria and Scenic Drive to the west with Westhaven Drive. Bicycle and pedestrian facilities would be incorporated into this interchange.



Roundabout

Options 2, 3, and 4 incorporate a roundabout to collect motorized and non-motorized traffic and facilitate redirection to the appropriate destination within the Rancheria. The roundabout will be located near the current intersection of Cher-Ae Lane, the main entrance road from Scenic Drive, and Ter-Ker-Coo Lane and will facilitate traffic movement in and out of the Rancheria from the proposed Highway 101 overpass or interchange.





Two lane sections of Scenic Drive can accommodate both motorized and non-motorized means of transport

Project Charter

Highway 101 is a state highway under the jurisdiction of the Caltrans. A Memorandum of Understanding (MOU) will be necessary to formalize the relationship between the Rancheria and Caltrans and define funding relationship and responsibility.

Design Exception

An interchange allowing entry and exit to the Rancheria and Scenic Drive from Highway 101 will require a “Design Exception” from Caltrans. A Design Exception

is required for “nonstandard features” within the right-of-way of the highway. The location of the new interchange is the nonstandard feature. The existing interchange spacing between Trinidad and Westhaven is just over 2.3 miles. The design standard for spacing interchanges in rural areas is 2.0 miles (Highway Design Manual [(Chapter 500, Index 501.3 (1/4/07))]).

Scenic Slow Roads

As a result of discussions with residents on these roads, the Design Team recommends developing Scenic Drive and Westhaven Drive as “Scenic Slow Roads.” A scenic slow road is just that — a roadway that supports scenery and slow speeds rather than higher speeds where the dramatic scenery can become a distraction and result in accidents.

In essence, Scenic Drive and Westhaven Drive will be maintained for access but not fully improved. Where two lanes exist and occupy stable ground, the two-way direction will be maintained. Dedicated travel for pedestrians and bicyclists will be highlighted by colored shoulders.

In the case of one-lane travel, bicyclists can use the roadway allowing for a separate dedicated and highlighted path for pedestrians.

While Westhaven Drive occupies much more stable ground than Scenic Drive, it remains a narrow



Where the travel way is limited to one lane, bicycles can use the roadway while pedestrians can safely use the shoulders

and winding rural road with limited shoulders for pedestrians and bicyclists. Speeding cars is a constant complaint. Non-motorized users do not feel safe traveling much of the roadway.

Westhaven Drive is a good candidate for a Scenic Slow Road. Many treatments are available to slow traffic and make it safer for everyone to travel the roadway.

Removing Centerline



Westhaven Drive without Centerline

Adding Edges



Colorized shoulder and narrow travel way are signatures of Scenic Slow Road options



Pullout for One-Way Traffic



Where the travel way is limited to one way, a pullout allows for safe passage at slower speeds

Project Charter

The Rancheria can develop a partnership with the City of Trinidad and County of Humboldt as necessary to coordinate conversion and maintenance of Scenic Drive and Westhaven Drive as “Scenic Slow Roads.” This could be accomplished through a “Project Charter”.

Design Exception

Modifying Scenic Drive and Westhaven Drive to serve as “Scenic Slow Roads” could require a “Design Exception” from Humboldt County Department of Public Works. A Design Exception is required for any “nonstandard features” within the right-of-way of County roadways.

The nonstandard features could include reducing the standard dimension of the travel way to allow for a dedicated bicycle and pedestrian path along portions of Scenic Drive and Westhaven Drive.

Conceptual Land Use Plan

Currently, the Rancheria does not have a land use plan to guide future development. The proposed interchange connection with Highway 101 will provide a more reliable and direct access to the Rancheria, especially the casino and restaurant, tribal operations, and residential dwellings, in addition to improving safety and emergency access to the Rancheria and Scenic Drive residents. Improved access will also provide opportunities for additional development.

The Rancheria’s western parcel can be divided into two realms:

Public Realm

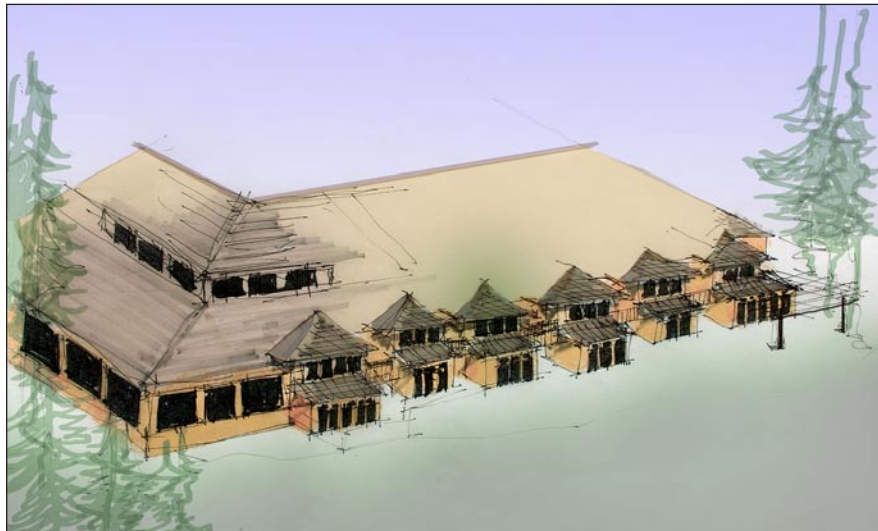
The public realm provides revenue to support Tribal operations as well as job training and employment opportunities to community members. Existing uses in the **Public Realm** include:

- Cher-Ae Heights Casino
- Bingo Hall
- Sunset Restaurant
- Parking
- Wastewater Treatment Plant



Future uses include:

- Hotel
- RV park
- Overflow parking
- Mini mart/gas station
- Improved pedestrian access



Community Realm

The Community Realm is where people live, work, play and engage in the daily activities of the Rancheria.

Existing uses in the **Community Realm** include:

- Tribal Administrative offices
- Program facilities

- Staff and visitor parking
- Single family residences

Future uses include:

- New Tribal Operations Center
- Indoor/outdoor ceremonial area
- Trails and gathering areas
- Additional housing
- Parking

The opportunity exists to redevelop both the Public and Community Realms in accordance with the principles of smart growth. The Tribe also hopes to diversify by becoming more business oriented and less reliant on the casino for revenue.

Smart growth offers a framework to build community and help create and preserve a sense of place. It does this through housing and transportation choices, green spaces, recreational and cultural opportunities, and policies and incentives that promote mixed-use neighborhoods.

Essentially, smart growth promotes more compact development and a mix of land uses including a range of housing opportunities and choices.

By creating streetscapes that encourage walking or biking, dependence on automobiles can reduce the impact on the environment as well as support health,



safety, and convenience of non-motorized travel among residents and employees of the Rancheria.

Green Buildings

Green building designs can apply for certification under the Leadership in Energy and Environmental Design (LEED) Rating System developed by the U.S. Green Building Council (USGBC) to provide a suite of standards for environmentally sustainable construction.

Pedestrian trails and sidewalks can connect areas within the Rancheria providing direct and immediate access to residences, services, commodities, employment, and friendships. Viewpoints along the trail will help maintain a strong traditional connection with nature. Well designed and visible crosswalks should be located where pedestrian and vehicle conflicts are present. An east-west trail along the side canyon of McConnahas Mill Creek can provide public trail connections from Scenic Drive to Westhaven Drive.



Compact & clustered housing connected with sidewalks and footpaths



Gathering areas are important to maintaining relationships between people & nature



The Rancheria could acquire that parcel to the northeast of the western parcel to allow for trail access to and from the Rancheria.

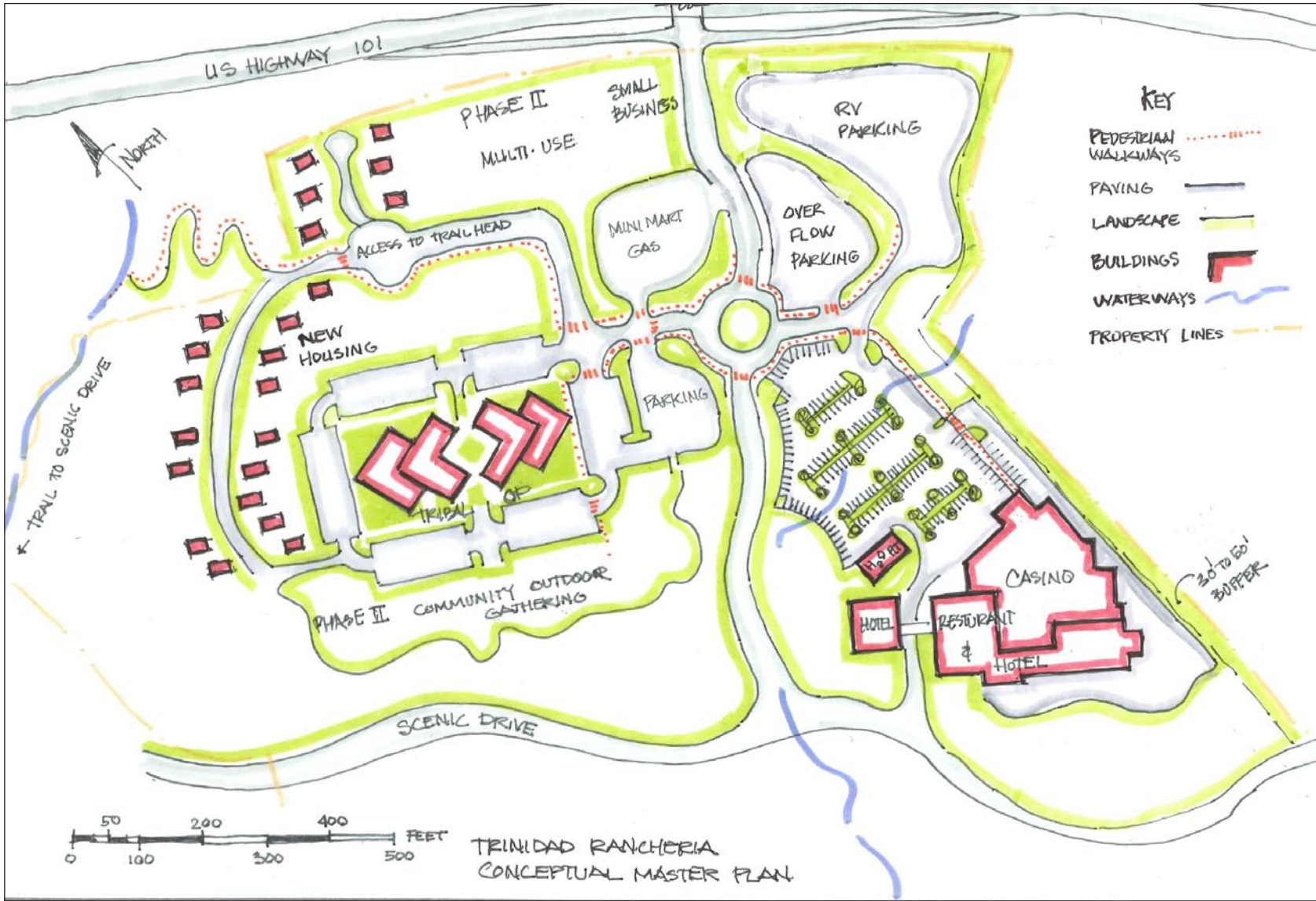
The Land Use Conceptual Plan is illustrated on the following page.



A public trail along the side canyon of McConnahas Mill Creek can provide an east-west connections for pedestrians



Trinidad Rancheria – Land Use Conceptual Plan





CHAPTER 1. INTRODUCTION

On May 17 – 21, 2009, the Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) and the City of Trinidad invited Tribal members, community members, and other stakeholders to come together and share their vision for the future of the Trinidad Rancheria and surrounding communities by participating in a Community Design Fair. The four-day Design Fair focused on creating a community vision for a livable and walkable community center, the incorporation of cultural values and highlighted the proposal for a new Highway 101 Interchange to the Trinidad Rancheria and Scenic Drive (See Appendix A for Schedule of Events).

Noo-kwo-mey (Yurok)
“Gather together, bring together”

A Design Team including a traffic engineer, two transportation planners, a landscape architect, an architect and environmental planner facilitated the public presentations and interactions during the Design Fair. The Design Team was led by the Local Government Commission, a nonprofit, nonpartisan, membership organization that provides inspiration, technical assistance, and networking to local elected officials and other dedicated community leaders who are working to create healthy, walkable, and resource-efficient communities.

Currently, the only access to the Trinidad Rancheria is from Scenic Drive, which was constructed on the face of a steep bluff adjacent to the Pacific Ocean. Over the years Scenic Drive has experienced extensive damage associated with slope instability and bluff erosion at several locations and is regularly subject to road closures. Critical services such as fire, ambulance, and law enforcement are unable to access the Rancheria and its neighbors in the event of road closure. Safety, accessibility, and vitality of the Trinidad Rancheria and its neighbors are contingent upon a permanent alternative to Scenic Drive.



Honoring the past.....



Looking toward the future

The Design Fair began on Monday, May 18 with an opening presentation and free tri-tip dinner at the Cher-Ae Heights Casino at 5:30 pm. Music was provided by the Merv George Band.

A presentation on “Envisioning the Future of the Trinidad Rancheria” followed the dinner and music. An interactive visioning exercise engaged the community in defining values important to the community. “Design tables” with aerial maps of the Rancheria and vicinity allowed participants to identify problems and illustrate their own vision of the future.

On Tuesday, May 19, community members were invited to meet at the Tribal Offices, across from the Cher-Ae Heights Casino, at 3:00 pm for a “walking audit” and bus tour of the area. The focus of the audit and bus tour was on how access can be improved for people and cars.

After 3 days of intensive work by Design Team members, the Design Fair closed on Thursday, May 21 with a presentation of the proposed plan and alternatives, a potluck dinner, door prizes for all ages, and display of traditional Tribal regalia. The closing presentation was held at the Trinidad Town Hall.

The Design Fair was hosted by the Trinidad Rancheria Land Use/Transportation Department in partnership with the City of Trinidad, Caltrans, and the Bureau of Indian Affairs, and funded by the Humboldt County Association of Governments. Funds were used for planning purposes only.

This report chronicles the process and discusses the options available for alternative access from Highway 101 to the Rancheria and other residences and businesses along Scenic Drive; alternate treatments of Scenic Drive and Westhaven Drive as “Scenic Slow Roads;” a land use conceptual plan for future development; and information related to implementation and funding.

CHAPTER 2. BACKGROUND

History of Trinidad Rancheria

The Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) was established in 1906 by enactment of the United States Congress which gave authority for the Federal Government to purchase small tracts of land for homeless California Indians. In 1908, sixty acres of land along U.S. Highway 101 in Humboldt County were purchased for Indians living along the Northern California Coast. The existing Rancheria is within the aboriginal territory of the Yurok people and includes many sacred and culturally significant areas. The Tribe has ancestral ties to the Yurok, Wiyot and Tolowa peoples. All three tribes traditionally lived in the coastal region of Northern California and share a similar cultural heritage.

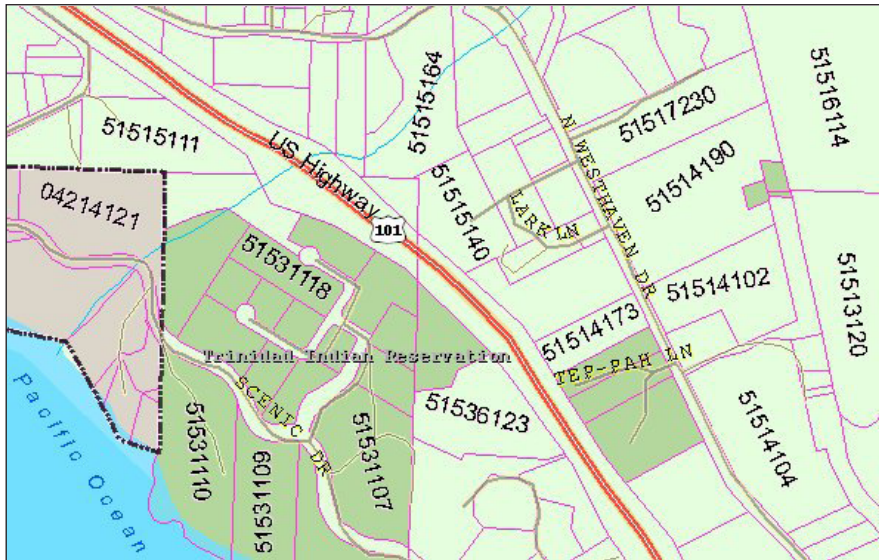
The Trinidad Rancheria is a proud and active member in the local business community. The Rancheria is building a diversified economic base through various business enterprises including: the Seascope Restaurant and Pier, the Sunset Restaurant and the Cher-Ae Heights Casino. These enterprises allow the Trinidad Rancheria to build a self supporting community for today and tomorrow.

The Trinidad Rancheria comprises 83 acres on three parcels in Humboldt County. The Tribe owns

property at two separate sites adjacent to Trinidad, 46.5 acres on the west side of U.S. Highway 101 (henceforth called the Trinidad Rancheria West Parcel) and 9 acres on the eastern side of U.S. Highway 101 (henceforth called the Trinidad Rancheria East Parcel) approximately one-mile from the City of Trinidad.



Trinidad Head and vicinity in the early 1900s



Rancheria parcels are located on each side of Highway 101



Cher-Ae Heights Indian Bingo and Casino is located on the Trinidad Rancheria West Parcel and is accessed from Scenic Drive. Established in 1988 Cher-Ae Heights recently underwent a major expansion. Also sited on the Trinidad Rancheria West Parcel are the Sunset Restaurant, single family residences, tribal offices and facilities, and future growth areas.

The Trinidad east parcel is primarily residential and is accessed from Westhaven Drive. Scenic Drive and Westhaven Drive are accessed from Highway 101 via interchanges in Trinidad and Westhaven respectively. These two parcels are the primary focus of the interchange study and comprise the project boundary.

The Rancheria also owns the Trinidad Pier and Seascape Restaurant in the City of Trinidad accessible from Main Street in central Trinidad. A third parcel of 27.5 acres (henceforth called the McKinleyville Parcel) is located two miles north of McKinleyville east of the Eureka/Arcata Airport. Neither of these areas is included in the project boundary for the interchange study.



The Trinidad Rancheria is moving towards developing an overall Master Plan that identifies long-range planning goals for member services, economic development, land use, harbor planning, transportation, and environmental issues. The Trinidad Rancheria's proposal to construct an interchange from Highway 101 to the core landholdings of the Tribe, directly adjacent to the City of Trinidad, is pertinent to all other future planning efforts. The Rancheria wants to identify stakeholders and utilize an inclusive strategy for planning for the proposed interchange.

[Indian Reservation Roads Program \(IRR\)](#)

The Indian Reservation Roads Program (IRR) is one of the funding categories under the Federal Land Highway Program. Indian Reservation Roads are public roads that provide access to and within Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages. In states where tribes do not have reservations, public roads that serve Indian communities or are primarily used by tribal members, may be designated as IRR's. The Bureau of Indian Affairs and the Federal Highway Administration through an interagency agreement jointly administer the Federal Land Highway Program's IRR program (*Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Plan 2006-2026*, Winzler & Kelly Consulting Engineers, March 15, 2006).

[History of Highway 101](#)

Highway 101 is the largest highway in the area, connecting the San Francisco Bay Area with Crescent City and the coastal areas of Oregon and Washington. Locally, Highway 101 is the principal highway connecting the population centers of Eureka, Arcata, McKinleyville, and Trinidad.

The current alignment of State Highway 101 was constructed in 1962. At the time, the Bureau of Indian Affairs gave up right-of-way for the new Highway 101, but did not negotiate for direct access on behalf of the Rancheria.

Beginning in 2001, a series of alternative access feasibility studies addressed the need for improved access to the Rancheria. The initial study recommended a new diamond interchange as the alternative that provides the most significant regional transportation benefits by reducing traffic on Scenic Drive, providing multiple accesses to the Rancheria and increased capacity (*Trinidad Rancheria Access Improvement Feasibility Study Final Report*, Winzler & Kelly, Consulting Engineers, May 2002).



In 2005, a more detailed layout and analysis refined the concept of an undercrossing interchange on Rancheria property (*Trinidad Rancheria Highway 101 Interchange Alternative Refinement Study*, Winzler & Kelly, Consulting Engineers, June 2005).

Caltrans traffic data indicate an average annual daily traffic (AADT):

- South bound Highway 101 - 8,800 AADT
- Northbound Highway 101 - 5,100 AADT
- 3,700 AADT get off Highway 101 at the Trinidad exit
- The peak monthly AADT equals 11,700 AADT

3,700 AADT is not considered to be a very significant traffic volume for a highway exit which is designed to accommodate a much higher volume (*Personal Communication*, Brian Freeman, P.E., SHN Consulting Engineers & Geologists, Inc., July 14, 2009).

Highway 101 is classified as a Rural Principal Arterial (BIA Route No. 101) by the Rancheria's IRR Program.

Scenic Drive

Currently, the only automotive access to the Rancheria is by way of Scenic Drive. Scenic Drive is a two-lane, three-mile-long road that parallels U.S. Highway 101 along the west side from the City of Trinidad to the north to Moonstone Beach and Westhaven community to the south. After construction in the early 1920s by the State of California, the road was operated and maintained as part of U.S. Highway 101 until 1962, when a highway bypass was built through Trinidad Rancheria trust lands and Scenic Drive was deeded to the County of Humboldt.



Scenic Drive at the City of Trinidad



Scenic Drive was constructed on the face of a steep bluff adjacent to the Pacific Ocean, and has experienced extensive damage associated with slope instability and bluff erosion at several locations. Scenic Drive is subject to regular road closures because of its inherent instability. Until recently, a large section of Scenic Drive was closed for two years as a result of failure after winter rains. Thus far, community members have been fortunate not to experience a north and south road closure simultaneously. However, in the event of a major incident, the Trinidad Rancheria, and its surrounding neighbors would be unable to gain automotive access to Highway 101. Critical services such as fire, ambulance, and law enforcement would also be unable to access the Rancheria and its neighbors. The future safety of the Trinidad Rancheria and its neighbors is contingent upon a permanent alternative to Scenic Drive.

Scenic Drive is largely rural in character with little to no shoulders available for pedestrians, bicyclists and equestrians and narrow travel lanes for vehicles.



Scenic Drive between Trinidad and Cher-Ae Lane



Road closure after 2006 winter storm



330 feet of impassible road

The road generally has 24 feet of paved surface in varying condition with varying shoulder widths. Scenic Drive also has faded centerlines and fog lines. This road is divided into two jurisdictions; the City of Trinidad has jurisdiction of the northern 0.64 miles whereas the County of Humboldt has jurisdiction of the southern 2.67-mile segment. The northern segment of Scenic Drive, has a paved surface with a travel way width ranging between 15- and 22-feet (*Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Plan 2006-2026*, Winzler & Kelly Consulting Engineers, March 15, 2006). Scenic Drive is

classified as a rural major collector road (BIA Route No. 3001) by the Rancheria's IRR Program.

A traffic study completed for the Design Fair analyzed current traffic volume for Scenic Drive north and south of Cher-Ae Lane (the entry road to the Rancheria). The study concluded that the average daily traffic and peak volumes were well below roadway capacity. The intersection of Scenic Drive and Cher-Ae Lane operates at a Level of Service A during the weekday and weekend peak hours. Level of Service C is the minimum standard for Humboldt County (*Trinidad Rancheria Access Traffic Volume Study*, SHN Consulting Engineers & Geologists, Inc., May 15, 2009).

Westhaven Drive

Westhaven Drive is a County Road that parallels Highway 101 along the east side from the community of Westhaven to the City of Trinidad. This road is 3.35 miles in length and is narrow and winding with 22-foot wide paved road with no shoulders available for pedestrians, bicyclists and equestrians. Westhaven Drive (BIA Route No. HC28) is classified as a rural major collector road and is part of the BIA Indian Reservation Road (IRR) system (Cher-Ae Heights Indian Community of the Trinidad Rancheria Tribal Transportation Plan 2006-2026, Winzler & Kelly Consulting Engineers, March 15, 2006).



Access to Westhaven Drive from Highway 101 is from the Westhaven exit to the south and City of Trinidad exit to the north. This road serves as the only means of entering and leaving the residences east of Highway 101 including the eastern portion of the Rancheria.



Typical alignment of Westhaven Drive



Connections

Strong north to south connections are provided by Highway 101, Scenic Drive and Westhaven Drive. The highway has cut the community in half and has become a barrier to east west connections for both motorized and non-motorized forms of travel. There are no roads or trails connecting the east side of Highway 101 with the west side between the existing Highway 101 interchanges at Trinidad and Westhaven.



[Bicycle and Pedestrian Trails](#)

Section 8.5.3 of the Rancheria's Transportation Plan calls for Bikeways and Pedestrian Facilities:

Goal: Create a transportation system that provides inter-community and intracommunity non-motorized pedestrian and bicycle travel throughout the Rancheria.

Policy: Eliminate barriers to pedestrian and bicycle travel.

Objective: *Periodically evaluate designated bicycle routes and pedestrian facilities to identify barriers to pedestrian and bicycle travel. Prioritize pedestrian and bicycle roadway improvements that will eliminate those barriers, such as bridges, roadway shoulder widening, and gap closures.*

Objective: *Construct and maintain contiguous sidewalks and designated bicycle routes within one mile of all public schools, and between transit stops and nearby public facilities (tribal offices, parks, and community centers).*

According to the 2004 Regional Bicycle Transportation Plan Update by the Humboldt County Association of Governments (HCAOG), Bikeways are divided into 3 classifications:

Class I Bikeway — Typically referred to as a multi-use path, this type of bikeway provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists but may be avoided by experienced bicyclists because of the potential for user conflicts when they become crowded. The Caltrans design criteria require a minimum width of 2.4 meters (8 feet) for a two-way path.

Class II Bikeway — These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the motorists' awareness of bicyclists. The minimum width of a lane is 1.2 meters (4 feet), 1.5 meters (5 feet) if parking is permitted or the facility is located next to a curb.

Class III Bikeway — Generally referred to as a bike route, the Class III Bikeway provides for shared roadway use with motor vehicles and pedestrian traffic (not recommended), and is identified only by signing. These are recommended to connect discontinuous segments of bikeway or when through routes are not served by Class I or Class II bikeways. Proposed enhancements or modifications to the Class III designation are made in section 4.6 'Proposed Regional Projects'.



Additional classifications allow for additional options:

Paths and Trails — If a pathway is to be used primarily for recreation use and not with transportation funding, it may be constructed to reflect local conditions and needs. In some instances, path or trail projects can meet both transportation and recreation needs and consequently appeal to a diversity of funding sources.

Shoulders — On many roadways around the county, bicycle lanes may not be feasible where improved bicycle facilities are desired. In these locations, bicyclists will use roadway shoulders and/or traffic lanes where they are available.

Rural Route Class III Bikeway – III (R) — This augmentation to the concept of standard Class III designation is an opportunity to provide motorists with enhanced notification that cyclists are likely to be present on the roadway. There are some cases where rural two-lane roadways are used frequently by cyclists, however sight distances and widths are such constraints that signing these roads as a ‘Bike Route’ would potentially attract more cyclists where managers cannot improve roadway conditions to accommodate more bicycle traffic (at least in the foreseeable future).

In these instances, it is suggested that such roadways are targeted for ‘Share the Road’ signage (see Section 4.5).



Suggested signage includes a yellow bicycle warning sign and ‘share the road’ or ‘share the road with bicyclists’ placard (*Humboldt County Regional Bicycle Transportation Plan Update*, Humboldt County Association of Governments, 200 Pacific Coast Bike Route Study (March 2003))

In California, the “Pacific Coast Bike Route,” or PCBR, begins on Highway 101 at the California/Oregon State Line, and ends 1,000 miles away adjacent to Interstate 5 at the Mexican border. The California Department of Transportation has legislated to “maintain appropriate signs for experienced bicyclists who may wish to use the route.”

A study of the route through Humboldt County was completed in March 2003. A few miles north of the



Humboldt County line, after crossing the Klamath River, the PCBR leaves Highway 101 and follows Newton B. Drury Scenic Parkway through Prairie Creek Redwoods State Park. South of the park, the PCBR rejoins Highway 101, staying on 101 for approximately 40 miles until the City of Eureka. Within Eureka, the PCBR immediately diverts from Highway 101, following a series of one-way city streets with lower traffic volumes. (Southbound: V Street to 6th Street, 6th to J Street, J Street to Henderson, which rejoins Highway 101 in southern Eureka. Northbound: the PCBR detours from 101 at Harris, traveling to J Street, 7th Street, Myrtle Avenue, 6th Street and V Street, before rejoining Highway 101.) South of the City of Eureka, the PCBR travels along Highway 101 approximately 80 miles to the Mendocino County line (*Humboldt County Regional Bicycle Transportation Plan Update*, Humboldt County Association of Governments, 2004).



Scenic Drive

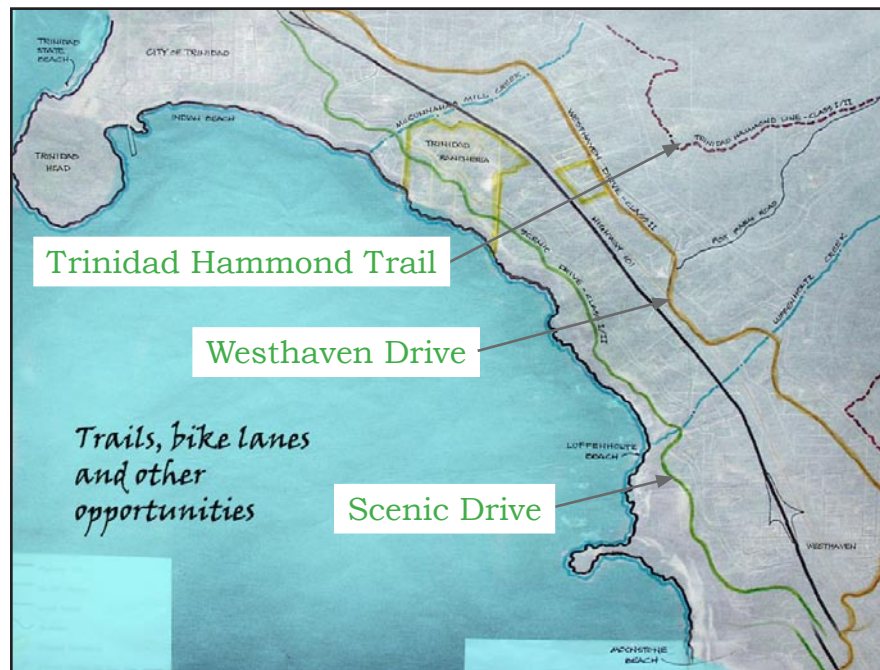
The *Trinidad Rancheria Access Improvement Feasibility Study, 2002*, recommended that a portion of Scenic Drive be converted to a Class I path if the County is unable to maintain it as a vehicle road. While a bicycle path would be much narrower and subject to lighter use, it would be subject to the same deteriorating forces that currently affect the roadway.

Westhaven Drive

The shoulders of Westhaven Drive could be widened to Class II standards, beginning at Moonstone Beach Road and extending to Highway 101 in Trinidad. This road is very narrow in many places (less than two lanes), has poor geometry and numerous constraints, including topography, residential development and culverts. It is unlikely that the County will have the funds to improve this road for bicycle lanes, however, if in the future the opportunity arises to make improvement, such work is currently supported by numerous citizens and cyclists who want a safer road. Another consideration is that a trail could be built from Scenic Drive up to 6th Avenue to connect to Westhaven Drive via an existing trail easement on an abandoned railroad bed (*Humboldt County Bicycle Facilities Planning Project, Feasibility Analysis*, Redwood Community Action Agency, November 1997).

[Extension of the Hammond Trail North to Scenic Drive](#)

Under this recommendation, the Hammond Trail would be extended north from Strawberry Creek, adjacent to Clam Beach Drive, on a footbridge over the Little River on the west side of Highway 101 to connect to Scenic Drive. This improvement to the Hammond Trail would create a continuous bikeway from the Mad River to Moonstone Beach and access to Scenic Drive and Trinidad (Redwood Community Action Agency, November 1997).



The greater Trinidad Community is an area of unparalleled scenic beauty and biological diversity. Humboldt County’s Geographic Information System (GIS) provides information on land use and environmental issues relevant to the project.

[Blueline Streams and Streamside Management Areas](#)

The Rancheria property west of Highway 101 is bounded to the north by McConnahas Mill Creek which is designated as a Blueline Streams and Streamside Management Areas by Humboldt County. Blueline streams require a buffer to protect water quality and habitat. Much of the required buffer is not developable as the creek canyon is very steep.

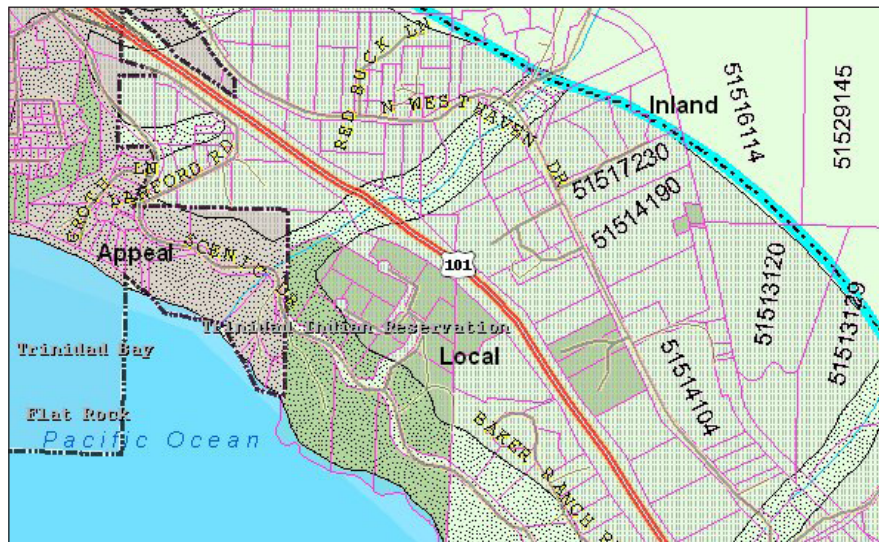


Blueline Streams and Streamside Management Areas – Humboldt County GIS



California Coastal Zone and Jurisdiction

The Trinidad Rancheria properties are within the boundary of the California Coastal Zone (blue line) as designated by the North Coast Area Plan (Local Coastal Plan). Though the Rancheria is not subject to the California Coastal Act provisions, compliance with state coastal act policies is required by the federal Coastal Zone Management Act. Any work outside of the Rancheria boundaries would be subject to state regulations and a Coastal Development permit would be required. The Rancheria is within Humboldt County jurisdiction with a portion of the area designated as appealable to the California Coastal Commission.



California Coastal Zone and Jurisdiction – Humboldt County GIS

Alquist-Priolo Earthquake Fault Zone

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard.

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are



exempt. However, local agencies can be more restrictive than state law requires.

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet) (State of California, Department of Conservation, <http://www.consrv.ca.gov/CGS/rghm/ap/Pages/index.aspx>).



The westerly portion of the Rancheria is within an Alquist-Priolo Earthquake Fault Zone – Humboldt County GIS

Geologic Instability

The California Seismic Hazards Mapping Act of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides or other ground failure. According to the Geologic Instability Map prepared by Humboldt County, the Rancheria is within an area of low instability though the coastal section along Scenic Drive and the upper reaches of McConnahas Mill Creek are mapped as areas of high instability.



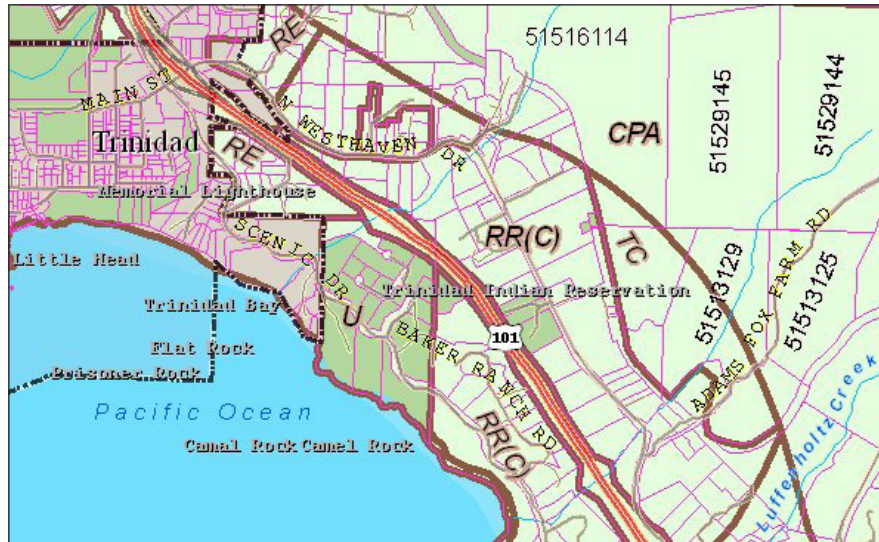
Coastal sections along Scenic Drive & upper reaches of McConnahas Mill Creek are areas of high geologic instability – Humboldt County GIS



Area Land Use and Zoning

Land use to the north, east, and south of the Trinidad Rancheria is subject to the policies and regulations of the North Coast Area Plan (Local Coastal Plan of the Humboldt County General Plan) and County coastal zoning code. Both the land use designations and zoning support the generally rural nature of the area with minimum parcel sizes of 2 – 2.5 acres for residential development and protection of agricultural and timber resources.

To the west of the Rancheria, much of the Rancheria boundary coincides with the City limits of the City of Trinidad.

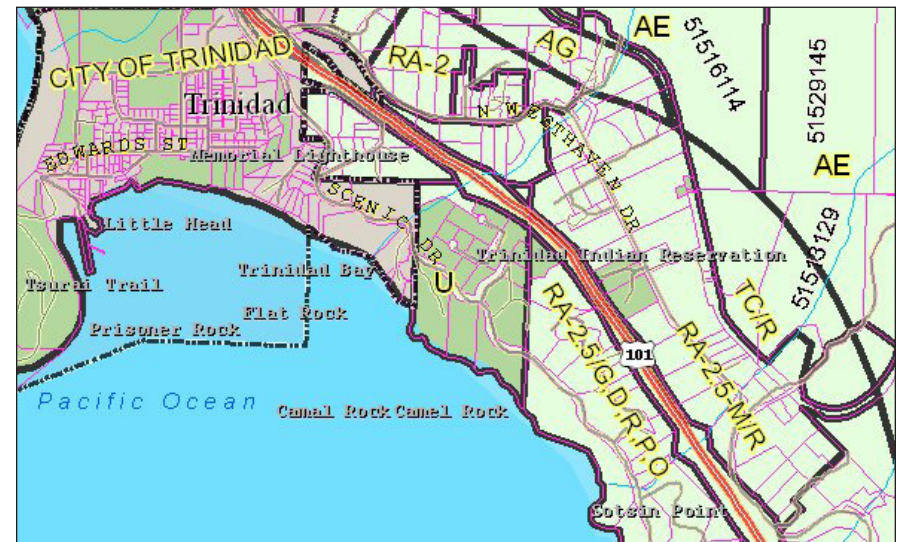


Humboldt County General Plan Land Use – Humboldt County GIS

The Trinidad Rancheria is a sovereign nation and not subject to state laws or Humboldt County land use regulations. In spirit, the Rancheria recognizes and attempts to comply with state and local regulations. As the Rancheria is authorized by the federal government, it is subject to federal laws.

Groundwater

The depth to groundwater is relatively shallow in many areas of the Rancheria’s west parcel. There are also areas where the groundwater daylights at the surface, particularly during the rainy season. The soils consist mainly of sandy loams with shallow bedrock and bedrock outcroppings in several areas (*Trinidad*



Humboldt County Zoning Classification – Humboldt County GIS



Rancheria Conceptual Wastewater Master Plan Winzler & Kelly, Consulting Engineers, September 2006).

Easements and Buffers

Baker Ranch occupies land to the east of the Rancheria's western parcel. The Baker Ranch perimeter incorporates a 30 foot easement that is to remain undeveloped and serve as a buffer along Highway 101, the Rancheria, and the bluff along Scenic Drive. The Baker Ranch community is characterized by 2.5 acre parcels with scenic ocean views.

Water Supply

Water is provided to the Rancheria property by the City of Trinidad, which obtains water from Luffenholtz Creek. A redundant (looped) water line follows Scenic Drive and Westhaven Drive from Luffenholtz Creek to the City of Trinidad. An intertie (interconnection) of the looped system is located near the intersection of Cher-Ae Lane and Ter-Ker-Coo Lane on the Rancheria's west parcel.

Wastewater Treatment and Disposal

The capacity of the existing treatment plant is 15,000 gallons per day (gpd) average daily flow, but was designed to be expanded to 30,000 gpd average daily flow without requiring extensive retrofitting.

The wastewater treatment plant serves the casino, and approximately 60% of the treated wastewater is recycled back into the casino and used for toilet flushing. The remaining treated wastewater is disposed of in a leachfield located just south of the Tribal Office. The homes at the Rancheria, with two exceptions, are served by individual leachfields. The remaining two homes, the Tribal Office and storage building are served by septic tanks that drain or are pumped to the same leachfield that serves the casino's tertiary treatment system. (Winzler & Kelly, Consulting Engineers, September 2006).

The future development of the Rancheria's west properties will generate additional wastewater that must be appropriately managed. In 2004, a report documented an analysis of the capacity and performance of the existing wastewater management systems as well as an analysis of options to accommodate potential future development including a 200 room hotel facility and a new gas station/mini-mart (*Trinidad Rancheria Phase 2 Community Wastewater Investigation, Wastewater Treatment, Disposal and Reuse Assessment*, Winzler & Kelly, Consulting Engineers, March 2004).

The casino, tribal office, storage building and two houses are currently served by the existing treatment plant with disposal via the existing casino leachfield. In order to accommodate the addition of a gas station/



mini-mart and a 44 room hotel (or 8 homes) the treatment plant capacity would need to be upgraded to 30,000 gpd with disposal via the existing casino leachfield. For an additional 134 room hotel and gas station/mini-mart (or 74 room hotel and 20 homes) both an upgrade of treatment capacity to 30,000 gpd and development of an additional new leachfield with a capacity of 5,000 gpd would be necessary; for a 200 room hotel and gas station/mini-mart and 5 homes, an upgrade of the treatment capacity to 30,000 gpd and a new treatment rain would be necessary as well as new leachfield for 10,000 gpd. It may be difficult to find sufficient leachfield areas. If not enough area can be found, development needs to be reduced or an ocean outfall considered for disposal of treated wastewater (Winzler & Kelly, Consulting Engineers, March 2004). See Appendix D.

Properly treated wastewater can be used for irrigation of some types of plants. Irrigation, however, is only useful during dry periods when plants need water, unless large and expensive seasonal storage reservoirs are provided. Irrigation with treated wastewater could not be done during the wet season because the ground cannot accept additional water and the treated wastewater applied would runoff. The Trinidad area receives a significant amount of rainfall and little irrigation is needed in the area except during a short period of the summer. It is unlikely that even if

wastewater were stored for irrigation in the summer, the demand would be high enough to dispose of all wastewater. Irrigation also takes large areas of land, which is very limited at the Rancheria, and could alternatively be used for other types of development. Irrigation with treated wastewater is often a good option in warmer climates with less rain where irrigation water is needed in greater amounts for longer periods of the year (Winzler & Kelly, Consulting Engineers, September 2006).

A map showing potential disposal locations is presented in Appendix E. Currently, existing and open areas that could be used for disposal have a house located on them. It is possible that the Rancheria may choose to move residents to other locations so that the land at the Cher-Ae Heights property may be maximized for commercial use including leachfield disposal capacity for a hotel and gas station mini-mart (Winzler & Kelly, Consulting Engineers, September 2006).

There is also a possibility that some of the areas identified as potentially suitable for leachfield development may be needed for right-of-way for a proposed interchange off Highway 101 or may be used for commercial development. (Winzler & Kelly, Consulting Engineers, September 2006).

CHAPTER 3. DESIGN FAIR PROCESS

The Design Fair was organized by a Technical Advisory Committee (TAC) composed of members from the Tribal Council, Rancheria community and staff, Baker Ranch, North Coast Land Trust, Westhaven Community Services District, City of Trinidad, County Public Works, and Caltrans.

The TAC held two meetings in preparing for the Design Fair. The first meeting was held on Thursday, March 19, 2009. The objective was to form the advisory committee, establish a mutual understanding of the project and its possibilities, and generate ideas about how to conduct a design fair that will engage the community. The TAC met again on Friday, April 24, 2009. This meeting focused on outreach efforts and design fair logistics.

The Design Fair is intended to engage community members and stakeholder groups in a 4-step process.

Stakeholders

- Trinidad Rancheria
- Technical Advisory Committee
- City of Trinidad
- Greener Trinidad
- Gateway Advisory Committee
- Tsurai Ancestral Society

- Yurok Tribe
- Greater Trinidad Chamber of Commerce
- Humboldt County Association of Governments
- Humboldt County Department of Public Works
- Humboldt County Department of Community Development Services
- Caltrans

Step 1. Focus Group Meetings

The Design Team's initial steps in understanding the setting and issues associated with a new interchange involved focused meetings with specific stakeholder groups. These groups included the following:

- Tribal Council and Staff
- Community Service Providers (Humboldt County Public Works, Caltrans, City of Trinidad, Westhaven CSD, North Coast Land Trust)
- Scenic Drive Property Owners
- Westhaven Residents
- High School Students

In summary, focus groups raised many of the same issues that emerged in the opening presentation exercises including the following:

- Need better east/west connections between Rancheria and Westhaven Drive.
- Protect scenic easements, natural beauty, and viewsheds



Focus group discussions on pedestrian trail issues



Residents along Scenic Drive express their concerns

- Reduce traffic on Scenic Drive to make it safer for bicyclists and pedestrians
- Need to address drainage issues below Scenic Drive
- The more access the better
- The 30 foot easement buffering the Baker Ranch area is managed by the North Coast Land Trust
- Need a cultural shift from “roads” to “transportation corridors”
- Commuter bicyclists will not ride on Westhaven Drive due to safety concerns
- Commuter bicyclists prefer Scenic Drive but report many “close calls” with motor vehicles
- The goal of the Trinidad Head Area of Special Biological Significance (ASBS) is to reduce contamination of water quality in Trinidad Bay to zero.
- No more trees should be cut down
- Need street lights and safety lighting but not to the detriment of the “dark night sky”
- There is more to protect and preserve here than most places
- Diversity of stakeholder groups is a good thing
- Spacing of interchange through a “design exception” by Caltrans needs to have the appropriate justification prior to approval. The goal should be to use standard design features.
- Luffenholtz Creek is prime steelhead habitat
- At the north end of Scenic Drive, traffic to and from the casino is too fast; at the south end surfers and beach goers also drive too fast



- Baker Ranch neighborhood desires that the integrity of their properties be protected and trespassing issues on private property be addressed.
- Minimize noise and light pollution to Baker Ranch residents via buffers, setbacks, vegetative screening
- Most casino events end at 10:00 pm and noise is not a major issue
- Need “dark sky” certified lighting fixtures to eliminated off site light and glare
- North Coast Land Trust focuses on public beach access, viewshed issues, and timber and openspace easements on Baker Ranch
- Concern about future development off Fox Farm Road that could lead to an additional 35 homes and secondary dwelling units putting more traffic on Westhaven Drive
- Need to link up with existing trails
- Rancheria High School students are dropped off on Westhaven Drive then cross Highway 101 to get to Rancheria. School bus also drops off students in Trinidad but pedestrian safety is a concern along Scenic Drive
- Need a Youth Center, trails, and a place to “hang out.”

Detailed comments from the Focus Groups are listed in the Appendix.



Trinidad Rancheria teen, Blaine Martin talks about his desire for gathering areas



Trinidad Rancheria teen, Doreen Ashley draws an area for “hanging out”



VALUES

- Family/Friends/Tribe/Community
- Nature — Wildlife, Birds and Trees
- Ocean (Beaches, Fishing)
- Peace and Quiet
- Air/Clean Air
- Activities — Trails
- Beauty

Primary values identified by the community

Step 2. Opening Presentation

After a delicious meal and energizing music courtesy of the Merv George Band, the Design Team presented the goal of the Design Fair and typical tools available to communities to “shape the future.” Specific exercises enabled participants to describe their visions for the future, identify values, address needs and establish priorities.

Participants were asked to identify issues and concerns. At the end of the workshop they were given 6 sticky dots to vote on their top six priorities.

PRIORITIES

1. Maintain Scenic Drive (36)
2. Water Quality and Availability (33)
3. Keep Rural Quality (32)
4. Keep Traffic off Scenic Drive (32)
5. Improved Pedestrian and Bicycle Access (30)
6. Fit Improvements into the Natural Setting (30)
7. Respect for Environment (27)
8. Return Tribe Village (16)
9. Where Will Changes Occur (16)
10. Activities for Youth (13)
11. Cost (13)

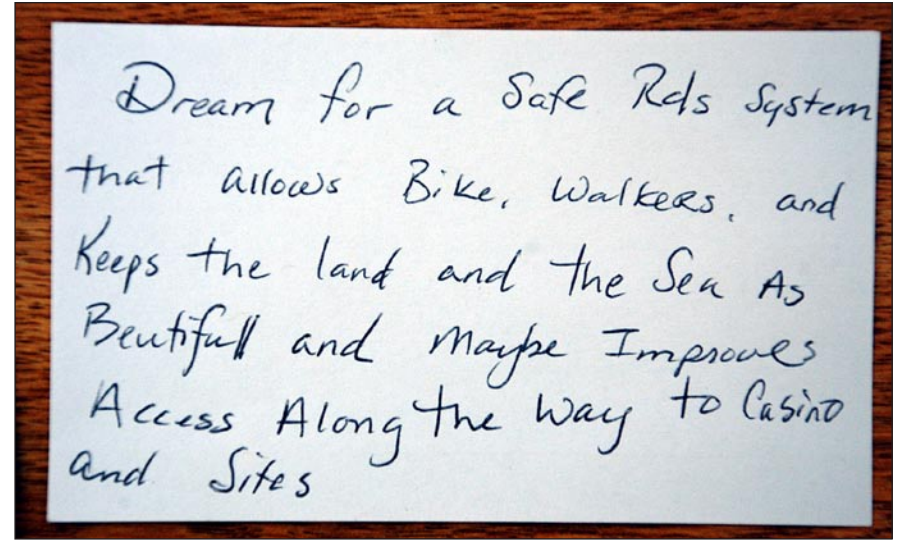
Ranking of the top priorities identified



Priorities are voted on



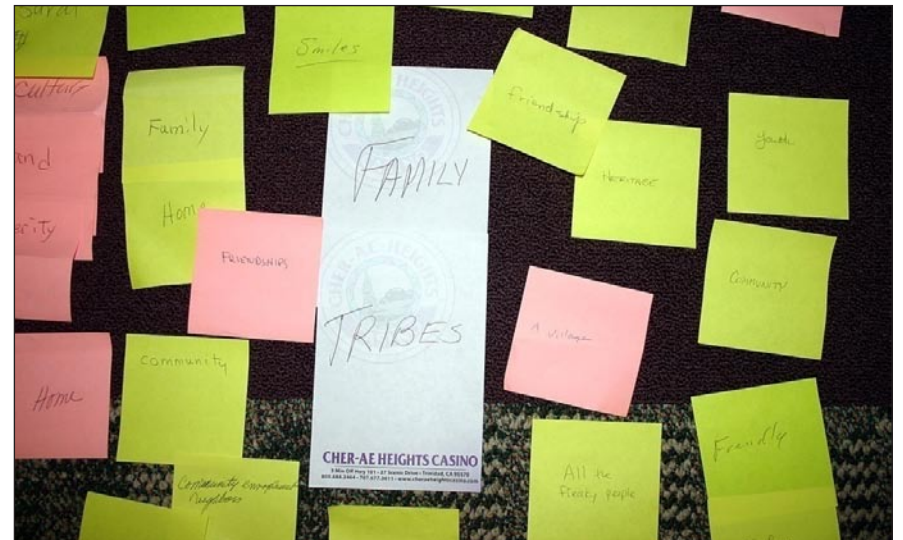
Good food brought people together



Visions of the future



Participants ponder the possibilities



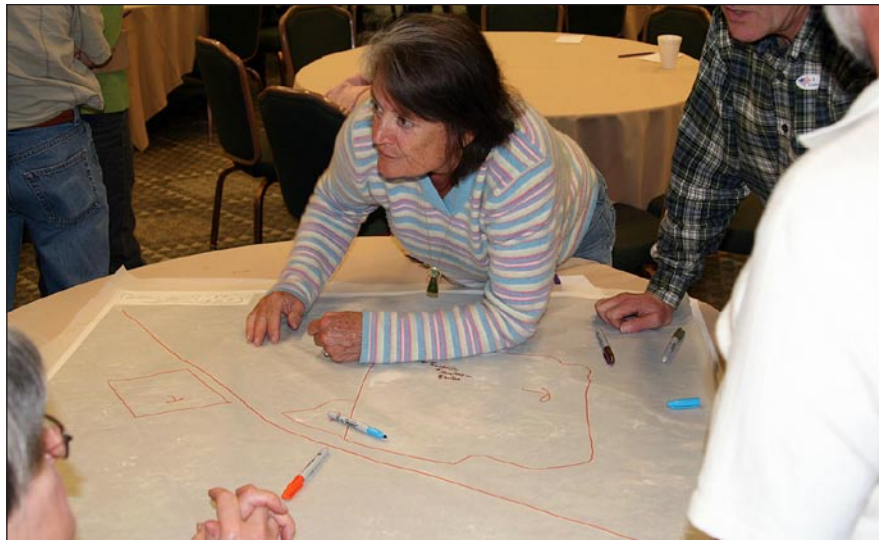
Sharing community values



Dan Burden asks an Trinidad Rancheria Elder, Juanita Samuels to read her vision

Lastly, Design Tables were set up with base maps of the study area and participants were encouraged to gather together to discuss their ideas and put them down on paper. Each Design Table then presented their concepts to the group.

The Design Team prepared a composite map (see next page) that incorporated the ideas put forth at the Design Tables and represented general agreement among stakeholders.



Ideas are put down on paper



Community members ponder the possibilities



The Design Team prepared a composite map from the ideas put forth at the Design Tables



Stan Binnie, Mayor of Trinidad, explains his groups ideas to the audience

General Agreement

- East-west connectivity from Westhaven Drive to Scenic Drive is poor
- Lack of a safe pedestrian crossing on Highway 101
- Highway 101 splits the community physically, economically, socially
- Trespassing, littering, vandalism
- Protect Scenic Beauty
- Reduce Light and Noise Pollution
- Bicycle and Pedestrian safety on Scenic Drive and Westhaven Drive
- Reliable access to properties along Scenic Drive
- Building partnerships
- Trail networks and connectivity
- Reducing traffic on Scenic Drive
- Emergency access and egress
- New community facilities: movie theater, gym, basketball courts
- Community gathering space
- Connect transit service to the Rancheria
- Residents and businesses along Scenic Drive
- Baker Ranch



Good music



Step 3. Walking Audit and Bus Tour

Community and Tribal members joined the Design Team in an “on the ground” walking audit of issues to be address by the Interchange study. The focus of the audit was on the unstable nature of Scenic Drive and the need for a more reliable means of access and egress. A bus tour oriented the Design Team and community members to the larger community picture from Westhaven to Trinidad.



The walking audit brought many issues into focus



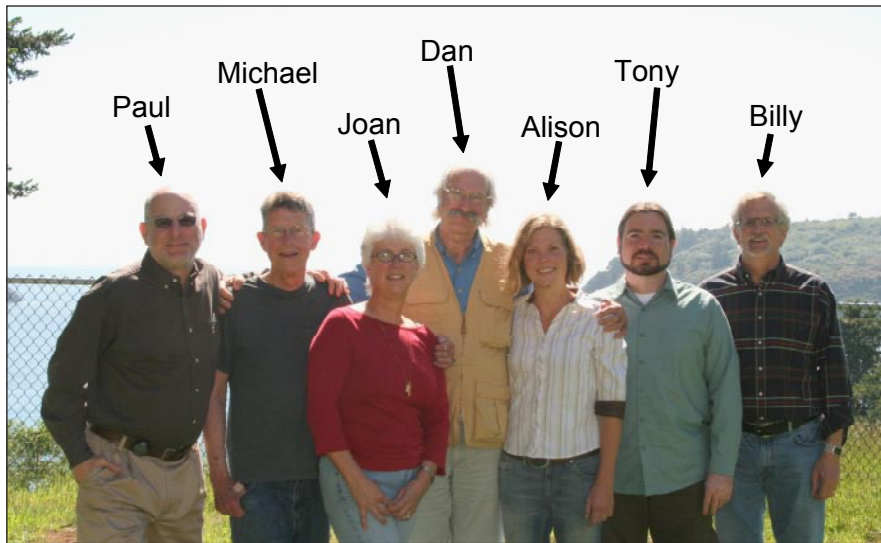
The Design Team gets to work



Design Team members draw up ideas for the closing presentation



Dancers perform the Brush Ceremony to kick-off the Closing Presentation



Design Team members

Step 4. Closing Presentation

After the first three steps, the Design Team spent the better part of three days and nights assessing the ideas and information generated by community members, refining concepts, and formalizing recommendations.

These recommendations were then presented to the community for additional feedback.

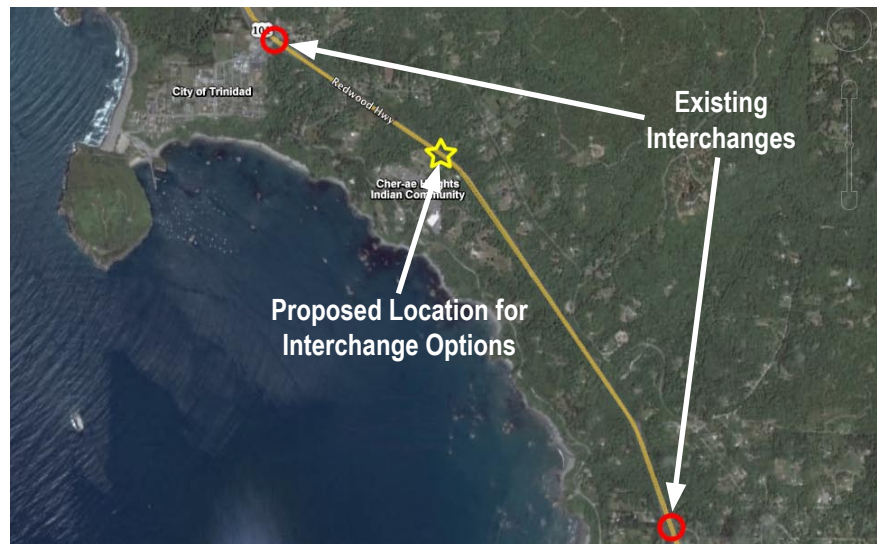


CHAPTER 4. INTERCHANGE OPTIONS

All the design tables highlighted some form of connection between Rancheria land to the east and west of Highway 101 as well as access from Highway 101 to Rancheria lands. The Design Team took these basic ideas and compared them to the topography along that section of Highway 101 and available right-of-way. The topography of this stretch of Highway 101 is characterized by a ridge in approximately the middle with deep drainage canyons to the immediate north (McConnahas Mill Creek) and south (unnamed ephemeral stream). The ridgeline corresponds with the peak of a hill between the two drainages along the



Northbound Highway 101 approaching crest of hill



Locations of existing and proposed interchanges. Aerial from Google Earth.



Northbound Highway 101 at crest of hill



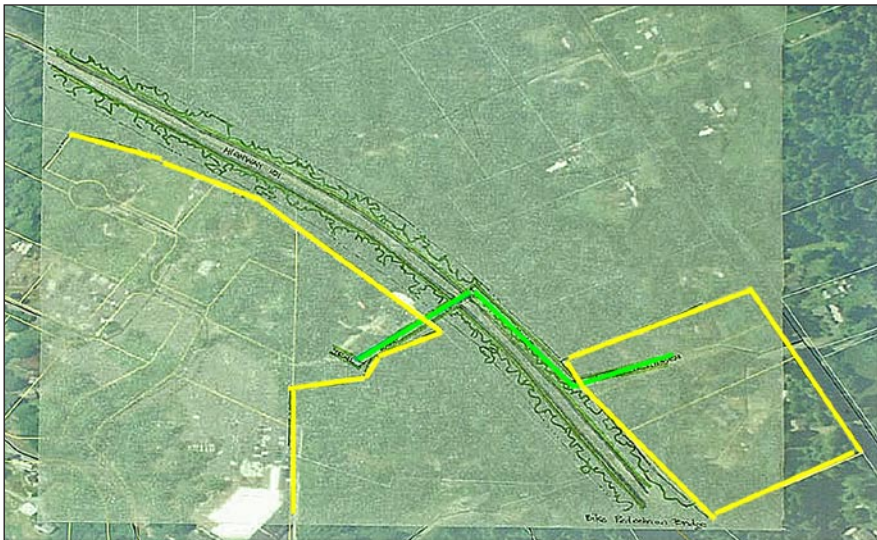
View of Highway 101 from crest of ridgeline where overpass is most feasible

route of Highway 101. The ridgeline offers the best location for an overpass simply because the amount of fill required to provide adequate clearance would be substantially less than locations along the slopes to the ridge on either side.

Accordingly, the Design Team explored a variety of design geometries and proposed four different options:

1. Bicycle/Pedestrian Overpass

A small bridge would allow bicyclists and pedestrians to cross over Highway 101 from Rancheria lands on both sides of the highway. There appears to be adequate right-of-way to extend a bicycle /pedestrian path from the Rancheria's eastside parcels to near the existing ridgeline and peak of hill where it would tie into the bridge. The bridge would connect with the Rancheria's westside parcels near the Cher-Ae Lane. While the Design Team did not cost out this option it would be relatively inexpensive compared to other options and would be technically feasible from an engineering point of view.



Option 1 – Bicycle & Pedestrian Overpass



2. Overpass from Rancheria West to Westhaven Drive Without On/Off Ramps

This option would bridge Highway 101 at the ridgeline, crossing over and connecting to Westhaven Drive on what is now a private road. Bicycle and pedestrian facilities would be incorporated into this bridge. There would be no on and off ramps from either direction of Highway 101. However, alternative access and egress would be possible from Westhaven Drive as well as Scenic Drive.



Option 2 – Overpass to Westhaven Drive



A pedestrian overpass can provide safe crossing for various modes of non-motorized travel



Option 3 – Interchange to Rancheria

3. Interchange with On/Off Ramps and Access to the West

This option would provide a typical interchange set up with north- and south-bound on/off ramps that would allow direct access and egress to and from the Rancheria's property to the west of Highway 101. The interchange (cross over bridge) would be located at the crest of the hill (ridgeline) of Highway 101 between the two drainages to the north and south of the hill. In general, the right-of-way appears adequate to accommodate a deceleration lane to the north and south bound off-ramps as well as an acceleration lane to the north and south bound on-ramps. Bicycle and pedestrian facilities would be incorporated into this interchange as appropriate.

4. Interchange with On/Off Ramps and a Bridge that Connects the Rancheria to East/West Connections

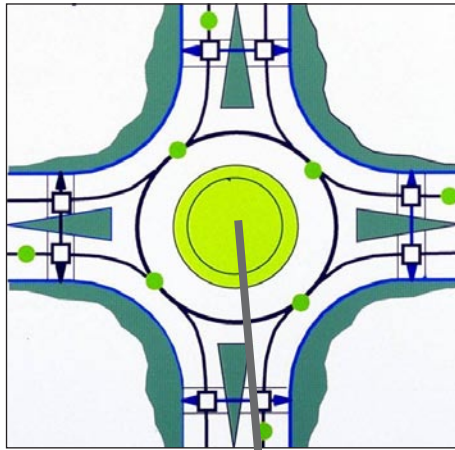
This option combines options 2 and 3 with an overpass served by on and off ramps as well as connecting the Rancheria's property to the west with Westhaven Drive. Bicycle and pedestrian facilities would be incorporated into this interchange.

A new interchange would need to be configured to mitigate potential traffic circulation issues. It would need to be built in such a manner that traffic could exit and enter the highway in a safe manner. Detailed analysis of roadway geometry and traffic patterns would be needed to evaluate this, which would be part of a Project Study Report (PSR).



Option 4 – Interchange with overpass connecting to Westhaven Drive





Roundabout

Options 2, 3, and 4 incorporate a roundabout to collect motorized and non-motorized traffic from the interchange and facilitate redirection to the appropriate destination within the Rancheria. The roundabout will be located near the current intersection of Cher-Ae Lane, the main entrance road from Scenic Drive, and Ter-Ker-Coo Lane and will facilitate traffic movement in and out of the Rancheria from the proposed Highway 101 overpass or interchange. From there, vehicle traffic as well as pedestrians will be able to access the existing casino/restaurant as well as future development within the Rancheria's public realm; or continue to the other roads serving the existing Tribal Operations area and residences as well as future development within the community realm.



A roundabout will be located near the current intersection of Cher-Ae Lane and Ter-Ker-Coo Lane

CHAPTER 5. SCENIC SLOW ROADS

Scenic Drive

Scenic Drive occupies unstable land and access to residences and visitor lodging facilities is unreliable. Improving and maintaining a fully functional two-lane roadway is not feasible given the constant threat of full or partial closure and the costs involved in keeping the road open to traffic.

Speeding cars are a constant complaint among residents who live along Scenic Drive and the pedestrians and bicyclists who use the road for exercise and non-motorized transport. Currently, the road is limited to one-lane in several areas which, in fact, serves as traffic calming measures. It is likely that a fully improved two-lane road would increase the speeding hazard to motorists and non-motorist alike. Given this reality, the Design Team recommends developing Scenic Drive as a “Scenic Slow Road.”

A scenic slow road is just that — a roadway that supports scenery and slow speeds rather than higher speeds where the dramatic scenery can become a distraction and result in accidents.

The scenic slow road concept applied to Scenic Drive would allow motorists, pedestrians, and bicyclists opportunities to enjoy the views in a slow speed and safe manner.

Regardless, Scenic Drive must be maintained for access but not fully improved. Where two lanes exist and occupy stable ground, the two-way direction will be maintained. Dedicated travel for pedestrians and bicyclists will be highlighted by colorized shoulders.



A “Scenic Slow Road” in Lake Stevens, Washington limits the travel way for cars to one-lane while accommodating non-motorized users in a separate lane.



Some areas along Scenic Drive are stable and allow two-way travel lanes



In many cases, slope failures require a much slower speed to allow cars and pedestrians to co-exist safely



Two lane sections of Scenic Drive can accommodate both motorized and non-motorized means of transport



Where the travel way is limited to one lane, bicycles can use the roadway while pedestrians can safely use the shoulders

Areas of the roadway that are unstable and have a history of failing could be maintained as one-lane requiring motorists to pay attention to where they are going and drive at slower speeds.

In the cases of one-lane travel, bicyclists can use the roadway allowing for a separate dedicated and highlighted path for pedestrians.



[Westhaven Drive](#)

While Westhaven Drive occupies much more stable ground than Scenic Drive, it remains a narrow and winding rural road with limited shoulders for pedestrians and bicyclists. Speeding cars is a constant complaint. Non-motorized users do not feel safe traveling much of the roadway.

Westhaven Drive is a good candidate for a Scenic Slow Road. Many treatments are available to slow traffic and make it safer for everyone to travel the roadway.

Removing Centerline – A centerline typically divides the travel way into two opposite directions. By removing the centerline, motorists are less certain about where “their half” of the road way begins and ends, and usually slow down as a result.



Westhaven Drive with centerline



Westhaven Drive without centerline



The absence of shoulders makes for unsafe conditions for non-motorists

Adding Edges – By defining the shoulders in a more visible way, both motorized and non-motorized users of the roadway can co-exist more safely.



Colorized shoulder and narrow travel way are signatures of Scenic Slow Road options



Where the travel way is limited to one way, a pullout allows for safe passage at slower speeds



Pullout for One-Way Traffic - Where the travel way is limited to one way, a pullout allows for safe passage of motor vehicles at slower speeds.

While a portion of Scenic Drive is within the limits of the City of Trinidad, the majority is the roadway is within Humboldt County. Westhaven Drive is within Humboldt County through its entirety.

Both Scenic Drive and Westhaven Drive are a part of the Rancheria's IRR Program. Tribes receive federal funding for all IRR designated routes regardless of jurisdiction. The federal transportation authorization bill, currently SAFETEA-LU of the Federal Surface Transportation Act, authorizes this funding. IRR funds are distributed to tribes by formula through the Bureau of Indian Affairs. Any IRR Road that has a state of California designation, county state aid designation, municipal state aid designation, is a city street or is a township road has the same funding available to it as does any other road of similar designation elsewhere in the state of California (Winzler & Kelly Consulting Engineers, March 15, 2006).

Per the IRR designation, the Rancheria can develop partnerships with the City of Trinidad and County of Humboldt as necessary to coordinate conversion and maintenance of Scenic Drive and Westhaven Drive.



In addition to striping, signage is crucial to the success and safety of a Scenic Slow Road



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CHAPTER 6. LAND USE CONCEPT

Currently, the Rancheria is in the process of developing a land use plan to guide future development. The proposed interchange connection with Highway 101 will provide a more reliable and direct access to the Rancheria, especially the casino and restaurant, tribal operations, and residential dwellings. Improved access will also provide opportunities for additional development. Input on land use was limited during the Design Fair. A separate work session with the Tribal Council was held on June 5, 2009 to further discuss the desired land uses to be included in the future.

The Rancheria's western parcel can be divided into two realms: the *Public Realm* and the *Community Realm*.

Public Realm

The public realm includes the casino, bingo hall, restaurant, deli and parking lot. The public realm provides revenue to support Tribal operations as well as job training and employment opportunities to community members. Future land uses that would be appropriate for the public realm include a hotel, RV park, mini-mart/gas station, and additional parking.



The Cher-Ae Heights Casino and Sunset Restaurant anchor the public realm.

The **Public Realm** includes:

- Cher-Ae Heights Casino
- Bingo Hall
- Sunset Restaurant
- Parking
- Wastewater Treatment Plant



Residential housing, Tribal administration and program facilities make-up the community realm

Community Realm

The community realm includes Tribal Administrative offices, program facilities, and residential assignments (lots). The Community Realm is where people live, work, play and engage in the daily activities of the Rancheria. Future land uses appropriate for the Community Realm include a new Tribal Operations Center, a community center, a cultural center, an indoor/outdoor ceremonial area, trails and gathering areas, and additional housing and parking.

Assignments

The original assignments of land on Rancheria west were made to 16 people. Assignments were made by the Tribe to individuals who could pass on the assigned land to descendants. However, as original assignees passed on or their descendants moved off the Rancheria, the assignments reverted to the Tribe.

The **Community Realm** includes:

- Tribal administrative and program offices
- Single-family Residences
- Library
- Cultural Center
- Off-street Parking
- RV & Bus Parking
- Leachfield preserves

We Would Like to Recognize the Original Assignees

- | | |
|----------------------------|----------------------------|
| • Eva Duncan | • Betty Najmon |
| • Carol Ervin | • Rose Joy Sundberg |
| • Henry Hancome, Jr. | • Lillian Quinn |
| • Theodore James | • Harry Walker |
| • Mayne Keparisis | • Cornelia Jean Walker |
| • Juanita Samuels (Letson) | • Vera Green (Weatherford) |
| • Fred Lambertson, Jr. | • George Williams |
| • Myra Lowe | • Bill Crutchfield |



The entire Public Realm occupied by the casino, restaurant, and parking lot were once individual assignments which reverted to Tribal Trust. Similarly, areas in the Community Realm occupied by the Tribal Operations building, health clinic, and parking lots were once individual assignments which have reverted to the Tribe. An additional 7-8 assignments will be affected by the proposed access road to Highway 101. These assignees will be relocated to other Rancheria residential lands in McKinleyville to make room for the new roadway.

On-Site Sewage Disposal & Leach Fields

The large size of existing assignment lots is necessary because of the need to provide on-site sewage disposal using leachfields. This requirement limits the number of residences available on Rancheria West. By reducing the size of residential lots, more housing can be clustered at a higher density as long as adequate land available for leachfields is preserved. This would allow more people to continue to live on Rancheria west.

What is Smart Growth?

The Tribe hopes to diversify by becoming more business oriented and less reliant on the casino for revenue. As with the discussion on assignments and housing above, the opportunity exists to redevelop both the Public and Community Realms in accordance with the principles of smart growth.

Smart growth offers a framework to build community and help create and preserve a sense of place. It does this through housing and transportation choices, green spaces, recreational and cultural attractions, and policies and incentives that promote mixed-use neighborhoods.

Essentially, smart growth promotes more compact development, and a mix of land uses including a range of housing opportunities and choices.

By creating streetscapes that encourage walking or biking, dependence on automobiles can reduce the impact on the environment as well as support health,



Large lots are necessary for on-site sewage disposal using leachfields



Compact & Clustered housing connected with sidewalks and footpaths

safety, and convenience of non-motorized travel among residents and employees of the Rancheria

Mixing land uses, clustering development, and providing multiple transportation choices helps us to encourage healthier lifestyles, manage congestion, pollute less and save energy.

Smart growth principles promote resource-efficient building and community designs, green building practices, and low-impact development.

The Tribal Council has adopted the Ahwahnee Principles for Resource-Efficient Communities that effectively endorse Smart Growth principles (See Appendix G).

What are Green Buildings?

The Leadership in Energy and Environmental Design (LEED) is a Green Building Rating System developed by the U.S. Green Building Council (USGBC) to provide a suite of standards for environmentally sustainable construction.

According to Scot Horst, Senior Vice President of LEED:

“LEED was created to transform the way we build and operate buildings with a goal of reducing the impacts of the built environment. The LEED design and construction certifications recognize one piece of a building’s lifecycle but it’s the day-to-day running of the building that has dramatic impact on its performance. We know that buildings can be a huge part of the solution for reducing greenhouse gas emissions and fossil fuel dependence and USGBC sees this as one more step forward in accomplishing its goals for addressing climate change.”



By using less energy, LEED-certified buildings save money for families, businesses and taxpayers; reduce greenhouse gas emissions; and contribute to a healthier environment for residents, workers and the larger community (www.usgbc.org).

The Tribal Council has expressed interest in pursuing LEED certification for new development.

[Land Use Conceptual Plan](#)

The land use conceptual plan incorporates the following features:

[Public Realm](#)

New Hotel – a hotel can be incorporated into the existing casino and restaurant or constructed separately in the vicinity of the casino. As discussed above, the limiting factor for future development is the availability of on-site sewage disposal leach fields. According to the Phase 2 Community Wastewater Investigation, there is adequate treatment capacity to accommodate a number of hotel units and additional housing under alternative development scenarios (Winzler & Kelly, Consulting Engineers, March 2004).

One option explored by the Design Team included relocating the bingo hall and constructing the hotel in its place. This option offers distinct advantages in

terms of proximity to the existing casino and restaurant as well as westerly and southwesterly views of the Pacific Ocean. Another option would be to construct a new hotel adjacent to the existing casino and restaurant. This option may result in loss of valuable parking spaces and would be less advantageous in terms of available views. As discussed in Chapter 2. Background, an *Alquist Priolo* earthquake fault zone abuts the westerly boundary of the existing casino facility which may limit expansion to the west to accommodate a future hotel. The purpose of the Alquist-Priolo Earthquake Fault Zoning is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.



A hotel could provide for dramatic views like the Sunset Restaurant



Conceptual sketch of hotel perched upon the existing casino bingo hall



A convenience store (mini-mart) with office or housing space on the second floor is another “Smart Growth” option

Overflow Parking – Currently, overflow parking for casino and restaurant use is located in the Community Realm. A new overflow parking area will be located north of the existing parking lot.

RV Park – While parking is available for RVs, no full service facilities are currently available. Providing pads and hook ups for RVs would generate additional revenue from overnight stays as well as encourage RV operators to spend more time (and money) at the casino and restaurant. To limit the demand for on-site sewage disposal (leachfields), the RVs would be provided with a dump station rather than individual hook ups.

Mini-Mart/Gas Station – The only gas station within the vicinity of the Rancheria is located near the southbound off-ramp of Highway 101 west of Patrick’s Point Drive in Trinidad. This station often closes early and Rancheria casino and restaurant customers must travel to McKinleyville to get gas late at night. A new gas station would contribute revenue to the Tribe as well as serve customers and residents. A mini-mart would provide essentials and convenience items (milk, bread, video rentals, etc.) to area residents and customers alike.

Sidewalks and Crosswalks – More dedicated sidewalks and visible crosswalks would make pedestrian travel safer and more convenient within the public realm. While a shuttle provides pickup from parking areas



distant from the casino and restaurant, pedestrians must walk through the parking lot. Similarly, crosswalks are not highly visible. Sidewalks can connect the public realm with the Community realm using the roundabout to distribute pedestrian traffic to a sidewalk along the southside of the Rancheria property allowing pedestrians to walk to the casino without having to use the parking lot.

Additionally, a pedestrian/bicycle lane should be installed at the Cher-Ae Heights Lane entry road (uphill portion) to allow non-motorized access to the Rancheria separate from the roadway used by motor vehicles. For downhill travel, bicycles can use the travel way.

Environmental Quality – A number of options are available to improve and maintain environmental quality within the public realm. Trees planted within the parking areas would break up the expanse of asphalt paving and improve the overall aesthetics of the Public Realm. Additionally, locating drainage swales in appropriate areas (with the trees) could retain stormwater runoff and provide initial filtration before being discharged into natural drainage ways. The Tribe is also exploring various programs for using treated wastewater for irrigation, eliminating reliance on leachfields for disposal.



Sidewalks and footpath provide for safe and convenient pedestrian travel



Controlling and filtering of storm water runoff is a major objective for water quality goals

Buffers — During the Design Fair residents of Baker Ranch expressed concerns regarding future development. A 30 foot conservation easement encompasses the perimeter of the Baker Ranch property to provide a minimum buffer. Additional buffers (30’ – 50’) on the Rancheria side of the property would further protect Baker Ranch properties from noise, light and glare associated with commercial activity.

Community Realm

New Tribal Center Building – a multi-use facility located in the geographic center of the Community Realm could house Tribal Council chambers, staff offices, meeting rooms, space for other programs and a community center in a compact and integrated manner and distinct architectural style. Two-story sections would take advantage of off-site views as well as providing a prominent landmark visible from the new access road and roundabout.

New Housing – Smart growth advocates a choice of housing types. By clustering compact housing among the trees north of the new Tribal Center Building, a range of housing types can be provided from cottages, to multi-family dwellings. An undetermined number of new residential dwellings could allow more people to live on the Rancheria from elders to young families.

Outdoor Gathering and Ceremonial Areas – A place to view and contemplate the scenic beauty of the Rancheria’s location is available at the top of the bluff above Scenic Drive where the current Tribal Operations facility is located. Formal and informal gathering areas can provide for casual viewing opportunities or traditional ceremonies.



Pedestrian Trails, Sidewalks and Crosswalks —

Pedestrian trails and sidewalks can connect areas within the Rancheria providing direct and immediate access to residences, services, commodities, employment, and friendships. View points along the trail will help maintain a strong traditional connection with Nature. Well designed and visible crosswalks should be located where pedestrian and vehicle conflicts are present. An east-west trail along the side canyon of McConnahas Mill Creek can provide public trail connections from Scenic Drive to Westhaven Drive. The Rancheria can acquire that parcel to the northeast of the western parcel to allow for trail access to and from the Rancheria.

Environmental Quality – As with the Public Realm, a number of options are available to improve and maintain environmental quality. These options would include tree planting, especially in parking areas, drainable swales, reuse of gray water and treated wastewater, green building designs, among others. An important consideration from an ecological point of view would include removal of exotic plants species that often compete with native plants and have little habitat value and replacing them with vegetation that is native to the area.



Gathering areas are important to maintaining relationships between people and nature, and people and people



A public trail along the side canyon of McConnahas Mill Creek can provide an east-west connections



Exotic/Invasive Species

- Scotch Broom
- Pampas Grass
- Ice Plant
- Himalayan Blackberry
- European Beach Grass
- Cape Ivy
- English Ivy
- Yellow Bush Lupine
- Yellowstar Thistle



Scotch Broom is prominent along roadsides

Native Plants

- Provide Habitat
- Adapt Better
- Lower Maintenance



Local ferns and shamrock are common to the area

Housing and Relocation Plan

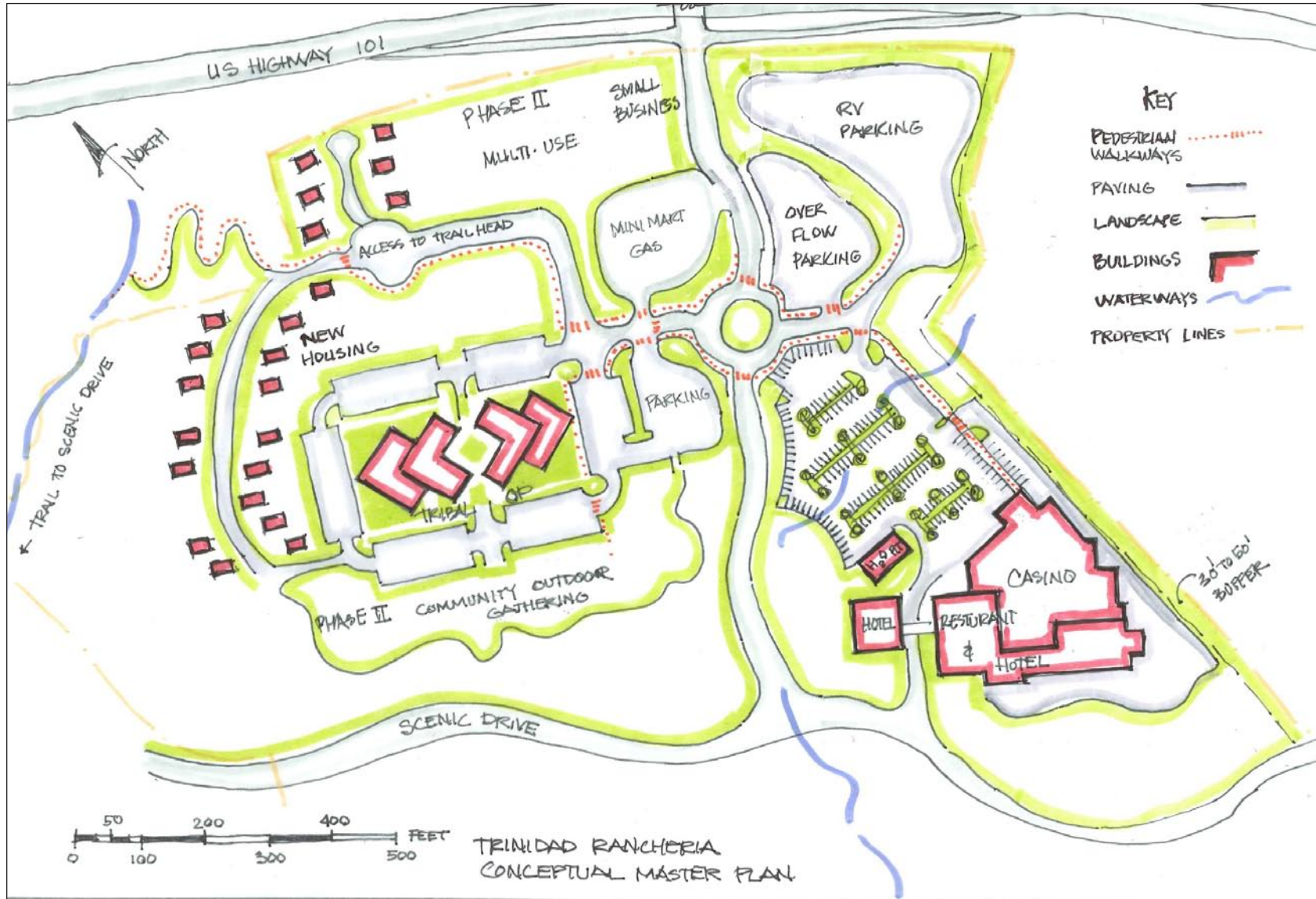
Housing opportunities exist or are proposed for the main parcel, the eastern parcel across Highway 101 or in McKinleyville on Archer Road. Implementation of the interchange with Highway 101 and some elements of the Land Use Concept will require relocation of some residents whose assignments may be re-developed as part of the Tribe's future vision. In addition, several tribal members are on a waiting list for Rancheria housing.

The Trinidad Rancheria Housing committee will be working with the Tribal Council and staff to update housing policies and create a relocation policy which will assist affected residents with relocation and new homes. Any relocation timetable will be based on the timing of development of the interchange and phasing in of land use concepts.

The Land Use Conceptual Plan is illustrated on the next page. A map of existing assignments and residences follows the land use plan.

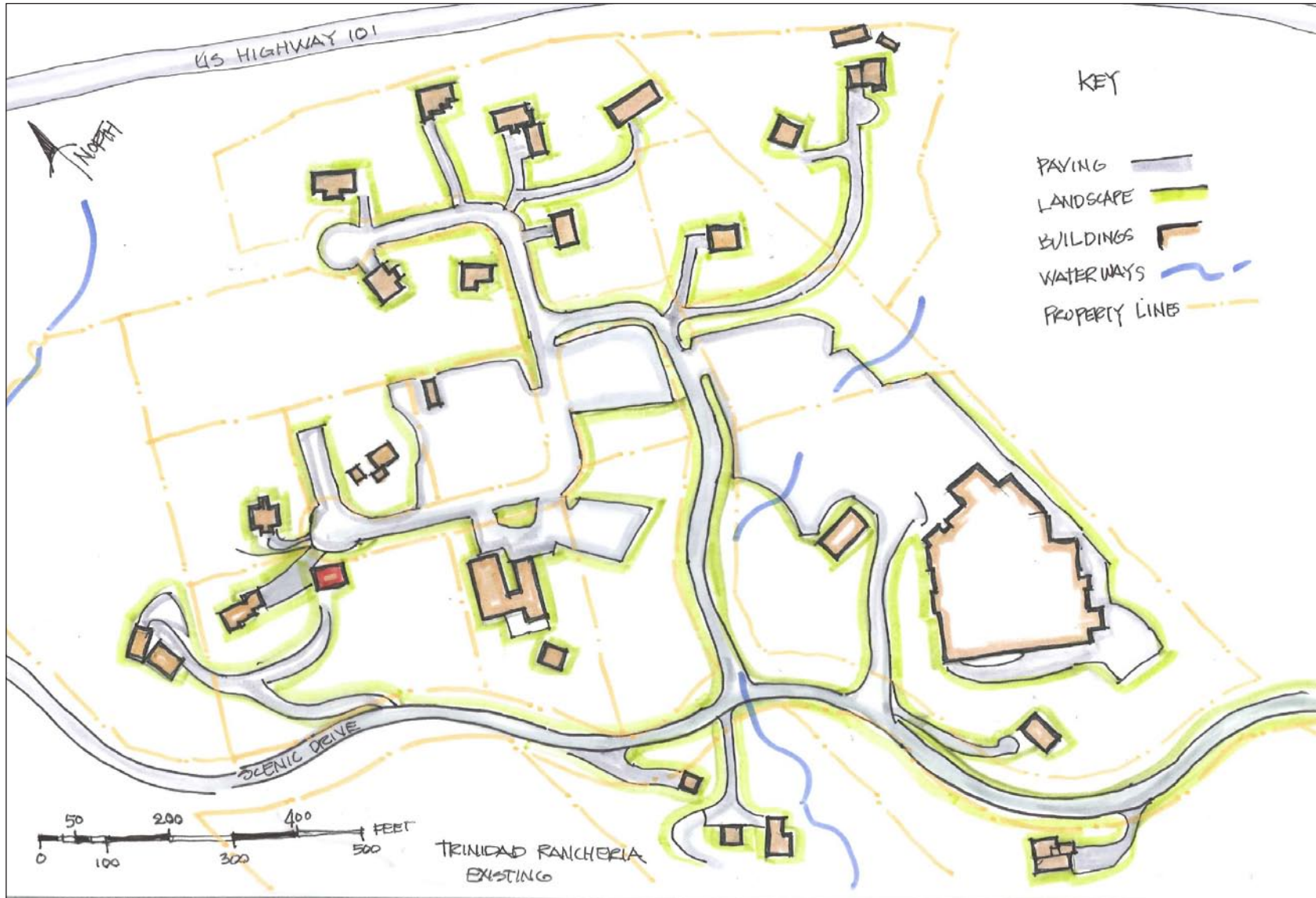


Trinidad Rancheria – Land Use Conceptual Plan





Trinidad Rancheria – Existing Conditions





CHAPTER 7. IMPLEMENTATION AND FUNDING

This study identifies four options to improve access to the Trinidad Rancheria's main parcel located to the west of Highway 101. These options represent ideas about what could be or what could happen. Politics, economics, and logistics will play a role in further shaping these ideas in terms of where and when they will be implemented. Several steps would be involved in implementing each of the options.

Project Charter

Caltrans

State Highway 101 is a state highway under the jurisdiction of the Caltrans.

Currently, the interchanges at Westhaven/6th Avenue and Trinidad meet Caltrans standards for distance between consecutive interchanges. An interchange to improve access to the Rancheria is not programmed as a future project nor is money available to fund such improvements. The Trinidad Rancheria is willing to contribute to the cost necessary to improve access to the Rancheria from Highway 101. A Project Charter would be necessary to formalize the relationship between the Rancheria and Caltrans and define a funding relationship and responsibility.

Humboldt County

Portions of Scenic Drive and all of Westhaven Drive are under the jurisdiction of the Humboldt County. A Project Charter would be necessary to formalize the relationship between the Rancheria and the County and define the funding relationship and responsibility for improvements to either of these roadways.

Design Exception

Caltrans

An interchange allowing entry and exit to the Rancheria from Highway 101 will require a "Design Exception." A Design Exception is required for "nonstandard features" within the right-of-way of the highway. The location of the new interchange is the nonstandard feature. The existing interchange spacing between Trinidad and Westhaven is just over 2.3 miles. The design standard for spacing interchanges in rural areas is 2.0 miles (Highway Design Manual [(Chapter 500, Index 501.3 (1/4/07))]).

Caltrans has an established procedure for reviewing Design Exceptions. A Design Exception request was submitted for an "Interchange at the Trinidad Rancheria" in 2007. The project included a westbound diamond interchange at the Trinidad Rancheria (*Fact Sheet Exception to Mandatory Design Standards for Interchange Spacing at the Proposed Trinidad*



Rancheria Interchange, PM 99.9 – PM 110.2 Highway 101-Humboldt County-Caltrans District 1, June 9, 2008). Caltrans provided comment on the design exception and indicated that it did not provide the necessary justification for Caltrans approval. The design exception had not yet been resubmitted for review.

Humboldt County

Modifying Scenic Drive and Westhaven Drive to serve as “Scenic Slow Roads” will require a “Design Exception” from Humboldt County Department of Public Works. A Design Exception is required for any “nonstandard features” within the right-of-way of County roadways. The nonstandard features could include reducing the standard dimension of the travel way to allow for a dedicated bicycle and pedestrian path along portions of Scenic Drive and Westhaven Drive.

County Public Works has adopted the Design Exception procedure utilized by Caltrans for such situations (Personal Communication, Chris Whitworth, PE, Humboldt County Public Works Department, July 15, 2009).

[Project Study Report](#)

A Project Study Report (PSR) will need to be prepared. The PSR will be used to document agreement on the scope, schedule, and estimated cost of a project so

that the project can be considered for inclusion in a future programming document, such as the State Transportation Improvement Program.

Once funding is secured, engineering design and construction documents are prepared for the project. Upon completion of design and construction documents, the project is put out to bid. Upon acceptance of a bid, a contractor is hired to construct the project. The general timeframe from concept to construction, depending on the complexity of the project, is at least two years. Large projects that involve land acquisition, or resolution of easement and right-of-way issues, can take much longer.

[Project Funding](#)

General Funding Information

There are several funding sources known to the Humboldt County Association of Governments (HCAOG) from which the Trinidad Rancheria could benefit. Two of these funding sources are controlled directly by HCAOG — the State Transportation Improvement Program (STIP) and Transportation Enhancement (TE) program — while the remaining programs are awarded and then administered by either State or Federal government agencies, such as Caltrans.



Eligible Funding Programs

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides funding on a formula basis to the Humboldt County region. The funds are then awarded by HCAOG to eligible projects based on adopted formula and criteria. All funding from the STIP must be used for capital improvement projects. Categories for potential projects include:

- Highways/Streets/Roads
- Bicycle and Pedestrian Project
- Transit and Rail

Normally, HCAOG receives an estimate of new STIP funding available for the region every two years. With HCAOG as a project sponsor, Trinidad Rancheria could be eligible for some of these resources.

Transportation Enhancements (TE)

The Transportation Enhancement (TE) Program is a Federal funding source. The Program develops projects that creatively and sensitively integrate surface transportation enhancements into the surrounding community. Projects must be over and above required mitigation of normal transportation projects. Projects must fall within one of twelve categories including:

- Bicycle and pedestrian facilities
- Landscaping and beautification
- Historic rehabilitation

When regional TE funds are available, HCAOG conducts a competitive application process in order to select projects for funding. With HCAOG as a project sponsor, the Trinidad Rancheria could be eligible for some of these resources.

BIA Indian Reservation Roads (IRR) Program

The purpose of the IRR Program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, communities for Native Americans, visitors, recreationists, resource users and others while contributing to economic development, self-determination, and employment of Native Americans. IRR Program funds are authorized as part of the surface transportation authorization acts (currently SAFETEA-LU) as part of the Federal Lands Highway Program (FLHP). The program is administered by the BIA Department of Transportation and the Federal Land Highway Office of the FHWA.

Indian Reservation Roads Maintenance Program

These funds are intended for maintenance activities on roads serving the tribes. Unfortunately, the funding levels of the program are exceedingly inadequate for the work needed. Nationally, BIA receives about \$26 million per year, with only \$700,000 of that earmarked for the entire State of California.



Additional/ Secondary Funding Programs

Hazard Elimination Safety (HES)

The purpose of this program is to provide funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement. The Trinidad Rancheria could be eligible for these funds if another agency, such as a city, county or state agency, acts as the project sponsor and administers the project on behalf of the Tribe. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not have representation from a city or county must provide written justification for the exception and attach it to the application.

Safe Routes to School (SRTS)

The purpose of this competitive program is to make grants available to local governmental agencies for safer routes to school. Proposals are rated based on all of the following factors:

- 1) Demonstrated needs of the applicant.
- 2) Potential of the proposal for reducing child injuries and fatalities.
- 3) Potential of the proposal for encouraging increased walking and bicycling among students.

- 4) Identification of safety hazards.
- 5) Identification of current and potential walking and bicycling routes to school.
- 6) Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials.

The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not represent a city or county must provide written justification for the exception and attach it to the application. The applicant should enlist the assistance of other participants in the development and submittal of a SR2S project. Other participants could include school boards, school districts, elected officials, community groups, students, and various city, county, and state agencies. The success of a project proposal being approved for funding will depend upon the ability of the applicant and participants to develop a comprehensive and unified solution to improving the safety and encouraging the use of pedestrian and/ or bicycle routes to and from schools within their jurisdiction.



[Funding Matrix](#)

A matrix is included that compares the alternative access options by phase and funding sources. It is possible in many instances to “pool” funding sources toward implementing a concept element. For example, sidewalks, parking strips, and bike lanes could be implemented using combined funding sources from the BIA Indian Reservation Roads Program (IRR), State Transportation Improvement Program (STIP), Transportation Enhancements (TE), Safe Routes to School (SRTS), and Hazard Elimination Safety (HES).

FUNDING MATRIX

Projects	Funding Sources
Interchange Option 1. Bicycle and Pedestrian Overpass	IRR, STIP, TE, SR2S, HES
Interchange Option 2. Overpass from Rancheria West to Westhaven Drive with no On/Off Ramps	IRR, STIP, TE
Interchange Option 3. Option 3 - Interchange with On/Off Ramps and Access to the West	IRR, STIP, TE
Interchange Option 4. Interchange with On/Off Ramps and a Bridge that Connects the Rancheria to East/West Connections	IRR, STIP, TE
Roundabout	IRR, STIP, TE
Scenic Slow Roads	IRR, TE, SR2S, HES
Creek side trail	IRR, STIP, TE, SR2S



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APPENDIX A

Trinidad Rancheria Design Fair Schedule of Events



Trinidad Rancheria Design Fair Schedule of Events

events in bold indicate public schedule

Sunday, May 17

- Design Team Arrival
- Focus Groups
 - 11 am – 12 pm Tribal Leaders
 - 12:30 – 1:30 pm Community Service Providers
 - 2 – 3 pm Scenic Drive Property Owners
 - 3:30 – 4:30 pm Westhaven Residents

Monday, May 18: Trinidad Rancheria Casino Bingo Hall

- 9 – 10 am “Celebrate the Seas Festival” in downtown Trinidad with area youth.
- 11:00 am Orientation for Design Team. Meet the Elders, Guided tour of Tribal housing with Shirley. “Cherry Picker” Birds-eye view of project area
- Afternoon: Design Team prepares for evening presentations
- High School Youth Focus Group
- **5:00 – 9:00 pm: Opening Presentation, Food, and Tribal Regalia display**
 - 1 hour food & entertainment (Merv George Band)
 - Vision and Values Exercise
 - Prioritization Exercise
 - Design Tables

Tuesday, May 19

- **3 pm Walk Audit (meet at Tribal Offices)**
- **4 pm Bus Tour (bus departs from Tribal Offices)**
- Design Team Work Day at Tribal Council Chambers

Wednesday, May 20

- Design Team Work Day
- 2 pm Meeting with Caltrans, County Dept. Public Works, Tribal Leaders, City of Trinidad at Tribal Council Chambers

Thursday, May 21: Trinidad City Hall

- Design Team Work Day at Tribal Council Chambers
- **Closing Presentation 6-9 pm**



APPENDIX B

Focus Group Comments



Focus groups comments & issues are summarized below:

Tribal Council & Staff

- A plan for improved access that the community can buy into
- Buy-in from the greater Trinidad Community and more focus into what it is we're trying to do. Put a rest to the rumors.
- Building cohesion with different organizations. What can other agencies do to help with improved access? Addressing relocation of tribal housing.
- Show that the Tribe wants to be a partner and a neighbor to the Greater Trinidad Community.
- A cost effective solution to improved access. Build trust of the greater community.
- Being proud of what we do and how we do it.
- Create opportunity and ability for Tribe to do better with profits — be it in the Casino or otherwise.
- Comprehensive master planning that includes hotel, gas station, two-story community center, offices, library, museum.

Community Service Providers

(Humboldt County Public Works, Caltrans, City of Trinidad, Westhaven CSD, North Coast Land Trust)

- Need better east/west connections between Rancheria and Westhaven Drive.
- Caltrans would like the proposed intersection to be reviewed by their geometrics, hydraulics, and operations departments.
- Protect scenic easements, natural beauty, public access and viewsheds
- Reduce traffic on Scenic Drive to make it safer for bicyclists and pedestrians
- Need to address drainage issues below Scenic Drive
- The 30 foot easement buffering the Baker Ranch area is managed by the North Coast Land Trust
- The more access the better
- Steady increase in traffic volume and speed on the south end of Westhaven over the past 10 years. Another access point would benefit safety.
- Need a 3-way stop at Westhaven Drive and 6th Avenue
- Scenic Drive and Westhaven Drive have limited public right of way with a multitude of uses. Not enough room to build a roadway with designated bike lanes. The only solution is for drivers to adjust their behavior.
- Need a cultural shift from “roads” to “transportation corridors”



- Commuter bicyclists will not ride on Westhaven Drive due to safety concerns.
- Commuter bicyclists prefer Scenic Drive but report many “close calls” with motor vehicles
- The goal of the Trinidad Head Area of Special Biological Significance (ASBS) is to reduce contamination of water quality in Trinidad Bay to zero.
- No more trees should be cut down
- Need street lights and safety lighting but not to the detriment of the “dark night sky”
- There is more to protect and preserve here than most places
- Diversity of stakeholder groups is a good thing
- Spacing of interchange through a “design exception” by Caltrans needs to have the appropriate justification prior to approval. The goal should be to use standard design features.
- There were 2 fatalities on 101 – resulting in a guard rail that is a deterrent to bike commuters. 101 is the designated bike route.
- Need a way to get across Little River for bike/ped.
- Trinidad Bay Watershed Council is intended to be a common forum for community-building.
- In an EIR, an alternative we can look at is no interchange, and simply improving vehicular access from the City to the Rancheria via Scenic Drive. Ped/Bike access could still happen east-west over or under the highway.
- Caltrans has archeological records from Highway 101 construction in 1962. The archeologists can look at the plans and see if there is a conflict with cultural resources.
- The growth-inducing issues from new access will be a big concern. The Rancheria needs to be very open about any development plans.
- The Rancheria will work with county standards and build projects only to the highest standards.



Scenic Drive Property Owners

- Need help keeping Scenic Drive open as it is eroding away
- Luffenholtz Creek is prime steelhead habitat
- At the north end of Scenic Drive, traffic to and from the casino is too fast; at the south end surfers and beach goers also drive too fast
- Baker Ranch neighborhood desires that the integrity of their properties be protected and trespassing issues on private property be addressed.
- Minimize noise and light pollution to Baker Ranch residents via buffers, setbacks, vegetative screening
- Minimize impacts to business environment of Trinidad
- Most casino events end at 10:00 pm and noise is not a major issue
- Need “dark sky” certified lighting fixtures to eliminated off site light and glare
- North Coast Land Trust focuses on public beach access, viewshed issues, and timber and openspace easements on Baker Ranch
- Concern about future development off Fox Farm Road that could lead to an additional 35 homes and secondary dwelling units putting more traffic on Westhaven Drive
- Need to link up with existing trails
- Land Trust Mission: Protecting public beach access, viewsheds, and aesthetic quality.
- Traffic on Scenic Drive is a concern. Light pollution from casino is a concern.
- Interested in not losing the efforts to maintain Scenic Drive south of the casino. Safety of the road. Maintaining natural integrity of where we live.
- Concerned about Scenic Drive — safety and maintenance. A new interchange would be a good way to maintain Scenic Drive.
- There is an odor coming from the Tribe’s waste water treatment system.
- The City does not have the water to support new hotel development.
- Studies have indicated there is not the rate base to bring in a new water line from Humboldt Bay, but that would be a major growth-inducing impact.



Westhaven Residents

- Need a non-motorized overpass on north side of Dead Man Gulch
 - Box culvert under Stumptown Road a barrier to steelhead
 - 700 acres up Fox Farm Road could be developed at 20 acres/parcel or 35 homes would generate more vehicle trips to Westhaven Drive
 - Need links between existing trail systems
 - Concerned about overpass affecting properties on Westhaven side.
 - Highway split the community – physically and economically.
 - There has been talk for many years about a pedestrian/bicycle overpass to re-link the communities.
 - Fox Farm Rd. is the route for 680 acres new development that is unplanned, unanalyzed, unmitigated. There has been talk about an interchange to provide this access. There is an opportunity for a PUD with trail network. PUD provides funding source for mitigation, roadway improvements on Westhaven.
 - Rancheria is 25% of city's water delivery.
 - Motor vehicle access could possibly improve access. There are ped safety issues on Westhaven. 90% of school kids come from south end of Westhaven.
 - Is Westhaven drive fee title or easement? Where is that boundary?
- Survey of Westhaven community showed community priorities: 1. trails.
 - There is an equestrian community.
 - Integrate planning efforts with regional trails plan for trails from Patrick's Point Drive to Little River. Scenic Drive is the link in the middle.



High School Students

- School bus drops students off at Westhaven Drive near Rancheria property who then cross Highway 101 to get to Rancheria.
- School bus also drops off students in Trinidad but pedestrian safety is a concern along Scenic Drive
- Public buses stop in Trinidad 4 times per day
- What are places you like to go and get to? Trails would get used a lot. Movie theatre would be great. The beaches are the hardest to get to because the trails are bad. Indian Beach is the most frequented (below the lighthouse).
- People in Westhaven ride horses to the beach.
- Scenic Drive is too dangerous to walk. One of the participants was hit by a car.
- We had a youth center, but they got rid of it about 4 years ago. There were games, computers, basketball hoops. There is a skatepark in Eureka and Arcata.
- A hang out place in the woods and trails and a youth center. A redwood trail. A gym or indoor basketball court.



APPENDIX B

**Table ES.5: Executive Summary -Trinidad Rancheria
Phase 2 Community Wastewater Investigation,
Wastewater Treatment, Disposal and Reuse
Assessment, Winzler and Kelly, Consulting Engineers,
March 2004**

Alt#	Development Served	Treatment Option	Disposal Option	Capital Cost for Treatment and Disposal	Degree of Permitting	Comments
1	Casino, Tribal Office, clinic complex, two houses	Existing treatment capacity at 15,000 gpd	Discharge to existing Casino Leachfield	\$0	None (no change)	The master planned future average flow for the Casino plus the other existing developments use existing capacity.
2	Casino, Tribal Office, clinic complex, two houses, plus gas station/m-m, and a 44 room hotel (or 8 Cher-Ae Heights homes)	Upgrade existing treatment capacity to 30,000 gpd	Discharge to existing Casino Leachfield	\$110,000	None (Assumes no Federal Oversight required)	For this alternative the number of hotel rooms or homes served is limited by the Casino leachfield disposal capacity.
3	Casino, Tribal Office, clinic complex, two houses, plus gas station/m-m, and a 134 room hotel (or 74 room hotel and 20 Cher-Ae Heights homes)	Upgrade existing treatment capacity to 30,000 gpd	Increase Discharge Capacity by adding new leachfield for 5,000 gpd	\$460,000	None (Assumes no Federal Oversight required)	This alternative is limited by treatment capacity. In addition, it may be difficult to find sufficient leachfield area. If not enough area can be found, development needs to be reduced or an ocean outfall considered.
4	Casino, Tribal Office, clinic complex, two houses, plus gas station/m-m, and a 200 room and 5 Cher-Ae Heights homes (or 116 room hotel and 20 Cher-Ae Heights homes)	Upgrade existing treatment capacity to 30,000 gpd, and build a new treatment train	Increase Discharge Capacity by adding new leachfield for 10,000 gpd	\$460,000 + cost of additional treatment facilities	None (Assumes no Federal Oversight required)	It may be difficult to find sufficient leachfield area. If not enough area can be found, development needs to be reduced or an ocean outfall considered.
5	Casino, Tribal Office, clinic complex, two houses, plus gas station/m-m, and a 200 room and 20 Cher-Ae Heights homes	Upgrade existing treatment capacity to 30,000 gpd, and build a new treatment train	Ocean outfall Discharge	\$1,460,000 to \$3,460,000 + cost of additional treatment facilities	Difficult (Assumes state and local involvement)	This option has ample disposal capacity for currently proposed development. However, the cost is much higher than the other alternatives, and treatment plant expansion would be required to treat the higher flows.

Source: Table ES.5, Executive Summary, Phase 2 Community Wastewater Investigation, Winzler & Kelly, Consulting Engineers, March 2004

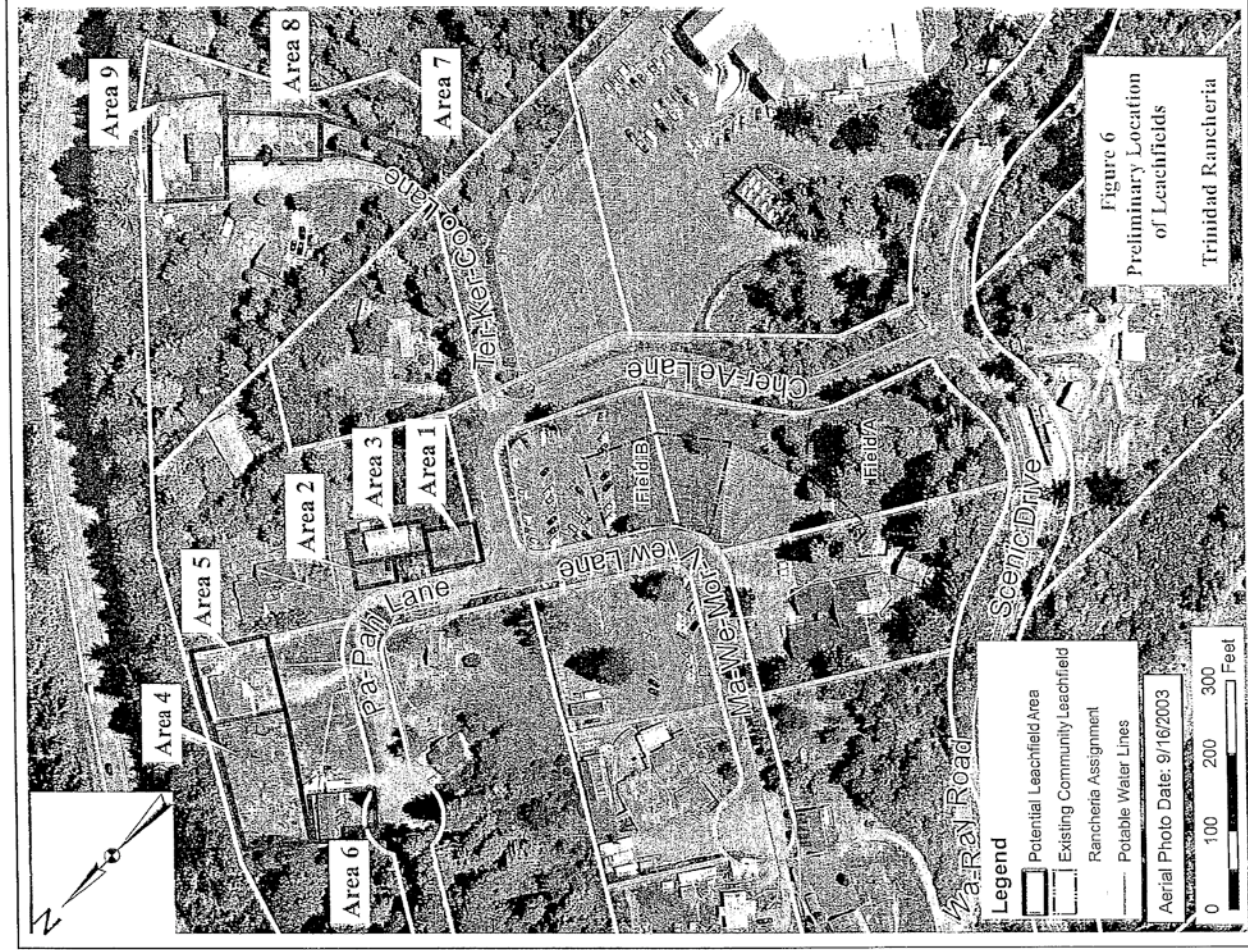


APPENDIX C

**Preliminary Location of Leachfields, Trinidad
Rancheria Conceptual Wastewater Master Plan,
Winzler and Kelly, Consulting Engineers, September
2006**



APPENDIX E -- PRELIMINARY LEACHFIELD LOCATIONS



SOURCE: Trinidad Rancheria Conceptual Wastewater Master Plan, Winzler & Kelly, Consulting Engineers, September 2006



APPENDIX E

Ahwahnee Principles



Ahwahnee Principles for Resource-Efficient Communities

Adopted 1991 by Local Government Commission

Preamble

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

3. As many activities as possible should be located within easy walking distance of transit stops.
4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
5. Businesses within the community should provide a range of job types for the community's residents.
6. The location and character of the community should be consistent with a larger transit network.
7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.
8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
9. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
10. Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.



11. Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.
 12. Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
 13. The community design should help conserve resources and minimize waste.
 14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
 15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.
2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
 3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
 4. Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Regional Principles

1. The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

Implementation Principles

1. The general plan should be updated to incorporate the above principles.
2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
3. Prior to any development, a specific plan should be prepared based on these planning principles.
4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

